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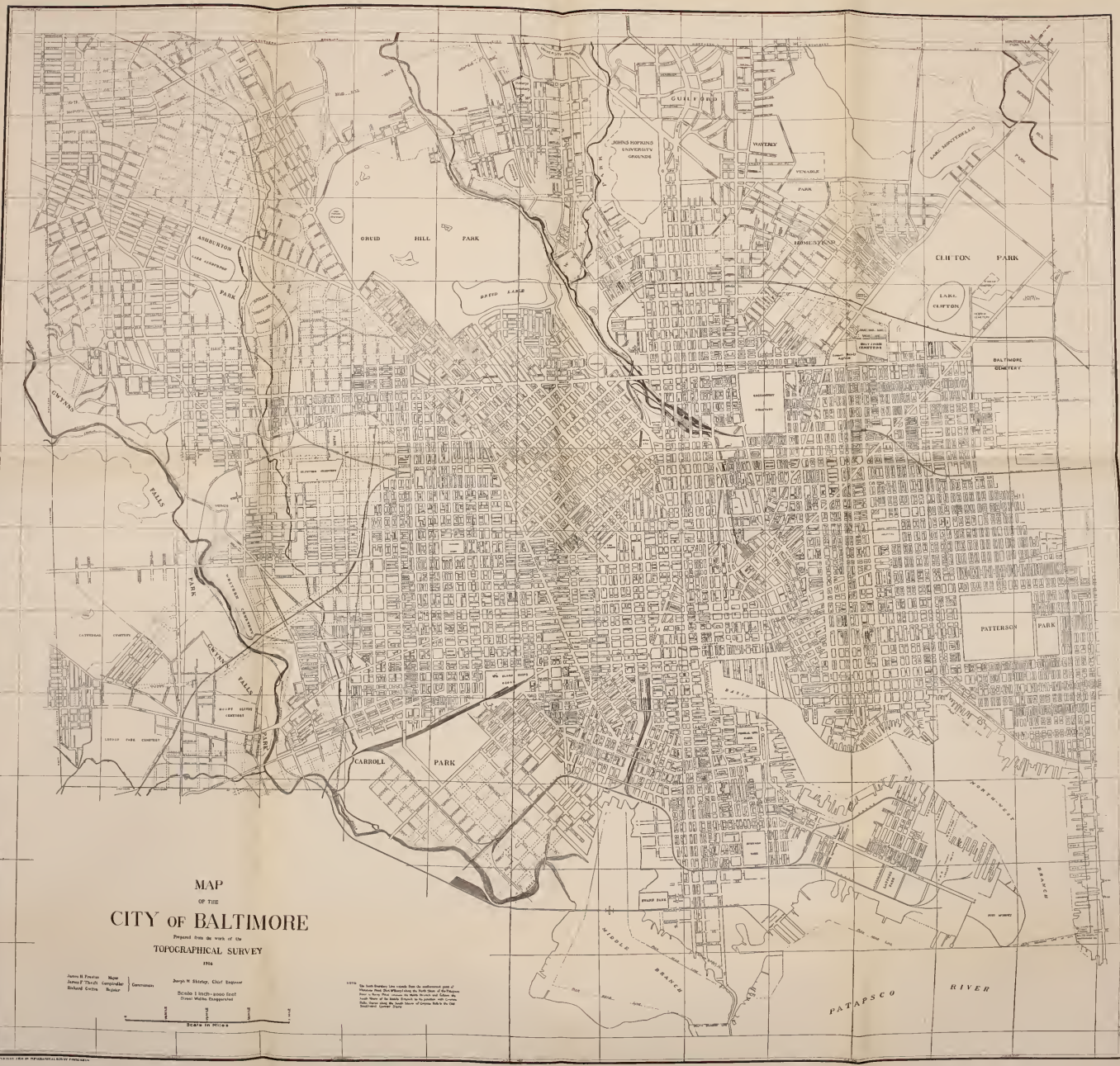

MAP OF THE CITY OF BALTIMORE
Prepared under direction Joseph W. Shirley, Chief Engineer, Topographical Survey, Baltimore Book Edition

TO THOSE WHO FOUGHT AND THOSE WHO DIED TO SAVE BALTIMORE AND TO PRESERVE THE NATION, AND TO THE POET OF IMPERISHABLE FAME WHO WROTE "THE STAR-SPANGLED BANNER," THIS BOOK, IN GRATEFUL REMEMBRANCE, IS DEDICATED

National Star-Spangled Banner Centennial

Baltimore, Maryland

September 6 to 13

1914

PART ONE

OFFICIAL PROGRAMME

Compiled by

FRANK A. O'CONNELL

PART TWO

THE STORY OF BALTIMORE

Compiled by

WILBUR F. COYLE

PUBLISHED BY THE
NATIONAL STAR-SPANGLED BANNER
CENTENNIAL COMMISSION

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The National Star-Spangled Banner
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The Mayor and City Council
of Baltimore

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JAMES H. PRESTON
Mayor of Baltimore
President of The National Star-Spangled Banner Centennial Commission

JAMES H. PRESTON
MAYOR

Mayor's Office,

BALTIMORE, MD.

TO OUR VISITORS.

A patriotic people naturally feels stirred by a lofty emotion, when it undertakes to memorialize a great national event.

Surely the mayor of a great city should have no greater pleasure than to cordially welcome a patriotic multitude.

The people of Baltimore join with you in paying patriotic tribute to the Flag of our country, and to the heroes, the shedding of whose blood has made that flag so sacred.

We want you to know our city--big, enterprising, progressive, successful; we want you to know our people--hospitable, courteous, patriotic, chivalrous; we want you to know our history--important, creditable, nation-wide in its influence; and I extend a most cordial welcome to all who have come to Baltimore to join with us in the celebration of the 100th Anniversary of the writing of our National Anthem, "The STAR-SPANGLED BANNER."

JHP/RK

James H. Preston
Mayor.

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WOODROW WILSON
President of the United States
Honorary President of Centennial Commission

FOREWORD

ONE hundred years ago Baltimore—then a robust miniature of the great City of today—was attacked by a powerful British expeditionary force. The unequal struggle between America and Great Britain, generally referred to as the War of 1812, had raged for two years.

The flower of the British Army and Navy attempted to take the town. At North Point their land forces were repulsed after a bloody encounter, and their commander, General Sir Robert Ross, was killed. Untrained soldiery under gallant leaders held in check the invaders, who were seasoned veterans to the man. At the very gates of the City the British came upon a line of trenches they dared not assail.

Fort McHenry was bombarded by the naval forces for twenty-five hours. When the smoke of battle cleared "our flag was still there." Realizing the hopelessness of capturing Baltimore, the British weighed anchor and withdrew, taking away scores of wounded and a lesson never to be forgotten.

Detained aboard the flag-of-truce ship "Minden," Francis Scott Key, a young patriot, witnessed the conflict. Inspired by the thrilling sight, he wrote the words of our National Anthem, "The Star-Spangled Banner."

The final gun of the attack on Baltimore marked the close of the last important engagement of the War of 1812. Jackson and his brave followers defeated the British at New Orleans months later, unmindful that peace had been proclaimed days before.

American independence, so proudly heralded in 1776, became an actuality with the signing of the Treaty of Ghent.

A century of progress has elapsed. Once more Baltimore is the stage of a national drama. The National Star-Spangled Banner Centennial from September 6 to 13, 1914, is to commemorate the birth of our National Anthem; the successful defense of Baltimore at North Point and Fort McHenry; the achievement of real National Independence, and a century of progress.

That, also, is the purpose of this book.

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WILLIAM H. TAFT THEODORE ROOSEVELT

Former Presidents of the United States
Honorary Presidents of the Centennial Commission

BALTIMORE AND MARYLAND WERE TO THE FRONT IN THE WAR OF 1812.

WILLIAM PINKNEY, a Baltimorean, wrote the declaration of war, which consisted of the single and explicit statement: "That war be, and the same is hereby declared to exist between the United States and Great Britain." Pinkney was sent in 1806 to England to negotiate a treaty that should settle all disputes between the two governments. From 1808 the political relations between America and Britain foreboded inevitable hostilities at no distant day. Incensed by the seizure of our ships upon the high seas, the impressment of thousands of American sailors and other outrages, Pinkney, in 1811, demanded his recall. Upon his return to America he was made Attorney-General. On June 18, 1812, after debating for fifteen days, Congress passed the War Act. President Madison signed it the same day. The Union was then made up of eighteen States—the thirteen original, Delaware, Pennsylvania, New Jersey, Georgia, Connecticut, Massachusetts, Maryland, South Carolina, New Hampshire, Virginia, New York, North Carolina and Rhode Island, with Vermont, Kentucky, Tennessee, Ohio and Louisiana.

Baltimore merchants loaned the Government $3,000,000, and this, later assumed by the city, became the foundation of Baltimore's first municipal debt. When war was declared the general Government was practically bankrupt, with liabilities amounting to $45,154,000. Congress authorized a war loan of $11,000,000. Baltimore merchants were the first to subscribe. Finding none of this available for her own defense, the city raised another $600,000.

The first gun of the war was fired by a Maryland man, when Commodore John Rodgers, a native of Havre de Grace, and

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THOMAS R. MARSHALL
Vice-President of the United States

CHAMP CLARK
Speaker of the House of Representatives

Honorary Vice-Presidents of Centennial Commission

later a resident of Baltimore, aboard his flagship, "President," attacked the British frigate "Belvidera," June 23, 1812. Commodore Rodgers was in command of the North Atlantic Squadron. Three days after war was declared he received the news while his ship was lying at New York. Within an hour he had weighed anchor and put to sea. Coming up with the "Belvidera" off Nantucket Shoals, Commodore Rodgers with his own hand pointed and fired the first shot of the war, hulling the enemy. A gun burst on the "President," injuring her commander. In the confusion that followed the British vessel escaped.

A Baltimore man, Captain David Porter, captured the first British national vessel, the "Alert," whose colors were struck August 13, after an eight-minute engagement with the "Essex." From the masthead of the "Essex" fluttered a flag bearing conspicuously the words, "Free Trade and Sailors' Rights." Captain Porter left New York a few days after Commodore Rodgers. Soon after leaving Sandy Hook he captured several English merchant vessels, making trophy bonfires out of most of them. One night, a little later, he chased a fleet of British transports convoyed by a frigate and bomb vessel. Without attracting the attention of the rest of the fleet, the "Essex" captured one of the transports, with one hundred and fifty men. Later in the war Commodore Porter made one of the most remarkable cruises on record.

Manned by a Chesapeake crew, the "Constitution," better known as "Old Ironsides," captured the first and third British frigates taken in the war. On July 12, the "Constitution," with a new crew, sailed from Annapolis, Maryland. In thirty minutes, August 19, she destroyed the famous "Guerriere," taken from Napoleon by Lord Nelson at the Battle of the Nile, in 1798. After a fierce fight, December 29, the same crew took the frigate "Java," with the outgoing Governor of Bombay and all his staff.

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ADMIRAL GEORGE DEWEY
of the United States Navy

MAJ.-GEN. W. W. WOTHERSPOON
Chief of Staff United States Army

Honorary Vice-Presidents of Centennial Commission

Commodore Stephen Decatur, Jr., a native of Berlin, Maryland, in command of the "United States," captured the second British frigate, the "Macedonian," October 25, after a conflict that lasted two hours. Decatur's subsequent career added luster to his renown as the conqueror of the "Macedonian."

From Maryland, and chiefly from Baltimore, more officers, ships and seamen went out than from any other State. Of the two hundred and forty officers of the American Navy, Maryland furnished forty-six. This was more than twice the number given by any one State, except Virginia, which supplied forty-two officers.

Sixty-one privateers were sent out from Baltimore, while the number from Maryland totaled more than one hundred. New York equipped fifty-five, Salem forty, Boston thirty-two, Philadelphia fourteen, and nine other ports combined about thirty-eight. "Baltimore Clippers," world famous for their speed, manned by daring crews, struck blow after blow at the commerce of Great Britain. This caused the English press to refer to this city as "a nest of pirates."

Baltimore privateers captured five hundred and twenty-five vessels, or nearly one-third of all the prizes taken in the war. Aboard Government vessels and privateers, Baltimore men captured five hundred and seventy-five British ships. The activities of Baltimore privateers caused a loss of $16,000,000 to the British.

The most famous privateersman was Captain Thomas Boyle, of Baltimore. First on the "Comet," and later on the "Chasseur," known as the "Pride of Baltimore," he made a number of brilliant captures and had hair-breadth escapes. With the "Comet" he seized twenty-nine vessels. The "Chasseur" is said to have lowered the colors of fifty-one British ships.

Commodore Joshua Barney, commanding the "Rossie," accompanied by six other privateers, sailed from Baltimore in

PHILLIPS LEE GOLDSBOROUGH
Governor of Maryland
Honorary Vice-President of Centennial Commission

July, 1812. After forty-five days his captures totaled fifteen vessels, valued at $1,289,000. When he returned to Baltimore in November this had been increased to $1,500,000, representing 3,689 tons of shipping. He took two hundred and seventeen prisoners. Another rich capture was that of eight vessels made by the "Rolla," Captain Dooley. The vessels and cargoes were valued at $2,000,000. To the "Dash," of Baltimore, belongs the credit for the first capture made by a privateer. She took the British schooner "Whiting," with dispatches from Great Britain to the United States, in Hampton Roads July 10, 1812. The fame of Baltimore ships was spread by the exploits of Captains Coggeshall, Miller, Moon, Murphy, Stafford and others.

The first news of peace was brought by a Baltimorean, Christopher Hughes, Jr., who was Secretary to the Commission at Ghent. As soon as the treaty was signed, December 24, 1814, he sailed direct for the Chesapeake and landed at Annapolis. He was the first to bring the good news to Washington, arriving there before the official messengers.

GOVERNORS OF THE EIGHTEEN STATES THAT FORMED THE UNION IN 1814

Honorary Vice-Presidents of Centennial Commission

STORY OF THE NATIONAL ANTHEM, FORT McHENRY AND NORTH POINT.

By Frank A. O'Connell.

CHURCH BELLS were calling in Baltimore Town Sunday, September 11, 1814, when through the streets went the cry, "The enemy is at our door!" On the Court House green three cannon boomed. With martial tread and beating drums patriots spread the alarm. From the houses came men of all classes, determined to protect their kin and their homes.

At the mouth of the Patapsco, off North Point, twelve miles from the city, fifty ships flying the British colors were silhouetted against the eastern skies. Nine thousand strong, the invaders, representing the flower of the English Army and Navy, gazed towards the city they had termed "a nest of pirates."

Lining the decks of this fleet were part of Wellington's "Invincibles," and veterans of Nelson's victories, the men who had humbled the great Napoleon. Fresh from the Battle of Bladensburg, encouraged by the capture and burning of Washington, emboldened by their raids along the Chesapeake, they impatiently awaited the loosening of the leash.

Pick and shovel made the dirt fly along fortifications around the town. To the east, in a line more than a mile in length, men, women and children toiled. Hampstead Hill (Patterson Park) was selected as headquarters by the commander-in-chief, General Samuel Smith, a Revolutionary hero. Behind these bulwarks he placed ten thousand troops, largely Baltimore militia, and one hundred cannon were mounted.

On the north side of the harbor, opposite Fort McHenry, Commodore Rodgers planted batteries at the Lazaretto. One

GOVERNORS OF THE EIGHTEEN STATES THAT FORMED THE UNION IN 1814

Honorary Vice-Presidents of Centennial Commission

thousand volunteers and regulars garrisoned Fort McHenry. Major George Armistead, in command, knew that the magazine was not bomb-proof, but those under him were ignorant of the fact. To the rear of the fort along the shores of the Patapsco were two redoubts—a six-gun battery under Sailing Master Webster, and Fort Covington under Lieutenant Newcomb.

Anticipating the landing of the enemy, General Smith sent General Stricker with 1700 men to harass the British advance up Patapsco Neck. Late Sunday afternoon this body marched out the Philadelphia Road to Long-Log Lane (now North Point Road), leaving behind a cloud of dust. At eight o'clock that evening they paused. The defenders chose the ground well, with the right resting on Bear Creek and the left near Bread and Cheese Creek; then they lay on the ground to await the coming of dawn and the British.

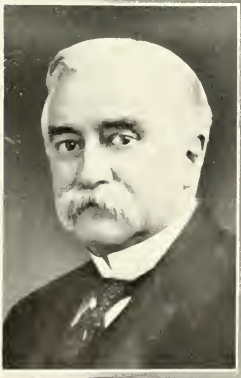
General Stricker spent the night in the old Methodist Meeting House, still standing on the North Point Road, near Bread and Cheese Creek. His force was composed of the Fifth, Sixth, Twenty-seventh, Thirty-ninth and Fifty-first Regiments. These were made up of separate companies, some in uniform and others in their citizen's clothes. In the haste and confusion of the day many still wore their silk hats. Incorporated in these regiments was one company each from York, Hanover and Marietta, Pennsylvania, and one from Hagerstown, Maryland. All the rest were from Baltimore.

While the opposing forces slept that night from a cloudless sky the full moon shone brightly, its beams illuminating a huge flag flying over Fort McHenry. Fifteen stripes, alternate red and white, the Union of fifteen stars, white in a blue field, it measured 36 by 29 feet. The flag was made by Mrs. Mary Young Pickersgill, who was assisted by her two nieces.

Mrs. Pickersgill had won no little fame as a designer of ship's colors, pennants, etc. Commodore Barney, with the

FRANK BROWN

EDWIN WARFIELD



JOHN WALTER SMITH

HENRY LLOYD

FORMER GOVERNORS OF MARYLAND
Vice-Presidents of Centennial Commission

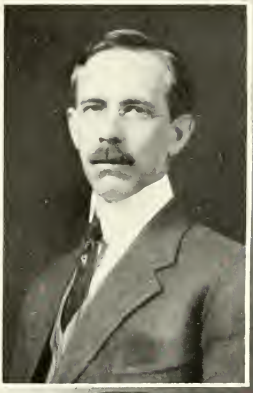
approval of General Stricker and General McDonald, had placed the order for the flag. At her little home, "House No. 60 Albemarle Street, Old Town," (which still stands) she had cut the colored sections. Owing to its dimensions the flag, in pieces, had been taken to a near-by brewery and there stretched and sewed together in a large room.

Before the first streaks of dawn appeared on the twelfth, the British were astir. From their transports boat after boat carried human freight to North Point—where now stands Fort Howard. Advancing into the marshes skirting the shore, they eagerly sought the shelter afforded by high reeds.

The veterans crawled cautiously to higher ground and assembled in the woods nearby. In command of the land forces was General Sir Robert Ross, a soldier of distinction, who had served in Holland, Egypt and the Peninsula. At his side rode the ranking naval officer, Rear-Admiral Cockburn, whose lust for booty had earned the hatred of every American. Admiral Sir Alexander Cockrane, commander-in-chief of the British forces, remained aboard his ship.

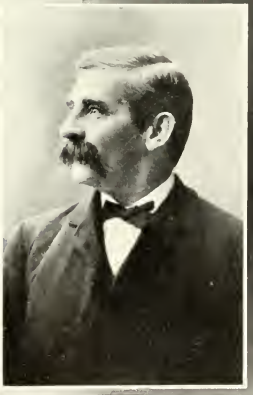
Four miles up Patapsco Neck proceeded this force. General Ross, Admiral Cockburn and six other officers stopped at the home of Robert Gorsuch, a farmer, and ordered him to prepare breakfast. As each dish was placed before his unwelcome guests, Gorsuch was compelled to taste the food. The unwilling host asked General Ross if he would return for supper. He was told, "No, I shall eat my supper in Baltimore, or in hell."

While the British officers were laughing at this remark the firing of musketry was heard. Dashing from the house, they mounted their horses and galloped to the scene of action. They emerged from a piece of woods about a mile distant and saw engaged the advance guards of their forces and a small party of Americans.



J BARRY MAHOOL

E. CLAY TIMANUS



THOMAS G HAYES

ALCAEUS HOOPER

FORMER MAYORS OF BALTIMORE
Vice-Presidents of Centennial Commission

General Ross turned to Admiral Cockburn and said, "I'll bring up a column." As his horse wheeled a ball pierced the General's arm and chest. He fell—a monument marks the spot. Admiral Cockburn and others placed him on a horse and quickly sought the woods. A messenger was dispatched for a horse and cart, and in this crude vehicle the wounded officer was placed on blankets.

As he was carried to the rear General Ross ordered that he be covered lest he be recognized by the troops. Beneath a huge poplar (a new stone church marks the place), opposite the Gorsuch farmhouse, a halt was made. Commending his wife and family to the protection of the government he had served so well, General Ross died in the arms of his favorite aide, Sir Duncan M'Dougall.

Tradition has it that the British commander was shot by two young riflemen, Daniel Wells and Henry C. McComas. In the skirmish that followed both were killed. They were buried in a vault in Aisquith Square (Gay, Aisquith and Monument Streets), over which a monument was erected September 12, 1858.

On the fall of Ross the command of the British troops devolved upon Colonel Brooke, of the Forty-fourth Regiment. Pushing forward, the British artillery was soon engaged in a duel with the American field-pieces. The invading army was ordered to lie down and partake of the refreshments afforded by their haversacks and canteens.

Drawn up behind a strong paling (known as Dr. Houck's acre), the American yeomen awaited the approach of the English veterans. Both forces suffered from the intense heat.

In the early afternoon the Battle of North Point began. A roar of musketry opened out. The British advancing in their customary fashion, in close order, attempted to take the American position by a rush. Into their midst was poured a hail-

JEROME H. JOYCE, *Chairman*
JOHN M. DEPONAI FREDERICK H. GOTTLIEB
Managing Directors of Centennial Commission

storm of shot, slugs, nails and scrap iron. The defenders were short of ammunition and their weapons were mostly of antiquated type.

Several flank movements were attempted by the attacking body. General Stricker, comprehending these movements, met each one sturdily. The armies swayed back and forth, with victory coquetting first with one and then with the other. Closing in, a hand-to-hand struggle followed. The American lines, outnumbered, began to waver, and were ordered to retire. Instead of administering a slight check to the enemy, they had stopped the advance with a bloody shock.

In this struggle, which lasted an hour and a half, the British lost 600 men killed and wounded, and the Americans 150. Leaving a trail of blood behind, General Stricker's army, in good order, made its way back to Worthington's Mill, near Hampstead Hill. Here he was joined by General Winder, with the Virginia Brigade and U. S. Dragoons.

A heavy rain fell and the weary soldiers were drenched before they reached shelter. Worn by the march of the day previous, a night of nervous anticipation, the battle and the retreat, they sought such rest as they could get.

The battlefield was a sickening sight. Scattered about were the bodies of the slain, mingled with the wounded. Over the sodden fields the British searched, picking out their men. The dead were ignored and the injured carried to the old meeting house, near Bread and Cheese Creek.

After their own men had been cared for, the invaders turned their attention to the American injured. In the old meeting house British surgeons worked over friend and foe. The building vibrated with the groans of the wounded and dying. Beneath the same roof Colonel Brooke sought shelter from the torrents that poured from the heavens.

Thirsty for revenge, the British commanders ordered their men forward at daybreak. From beneath makeshift tents,

A. BARNEVELD BIBBINS, *Chairman* ROBERT E. LEE, *Secretary*
T. ROWLAND THOMAS, *Treasurer*
Board of Directors of Centennial Commission

through which the water had dripped, weary and cramped, they responded to the call to arms. The march was resumed and unopposed they made their way towards the city. At noon they halted near Orangeville.

Colonel Brooke and Admiral Cockburn reconnoitered. Determining to attack the American forces, the commanders dispatched an officer to the fleet with a request that Admiral Cockrane make a diversion on the water front. Before sundown the messenger returned. He bore an order, which read, "You are on no account to attack the enemy, unless positively certain of success."

Admiral Cockburn glanced at the message. He insisted on an attack. Colonel Brooke summoned a council of war, which the naval officer refused to attend. The deliberations lasted until midnight, when the majority of the officers decided upon a retreat, and an hour and a half later the British army withdrew from the gates of the city, leaving bright campfires as a ruse.

The naval forces were not idle. On the morning of the thirteenth, the bomb and rocket vessels began to bombard Fort McHenry and the other water defenses. Sixteen heavy ships hurled bombs, rockets and solid shot. The British were prevented from attempting to pass into the basin by a line of sunken hulks between Fort McHenry and the Lazaretto.

Major Armistead opened the batteries of Fort McHenry upon them, and kept up a brisk fire for some time with his guns and mortars, when, to his chagrin, he found that the missiles fell short. The British ships were lying about two and a half miles off the fort—near the present Fort Carroll. The garrison was exposed to a shower of shells for several hours.

One of the 24-pounders in the southwest bastion of the fort was dismounted by an exploding bomb. Judge (Captain) Joseph H. Nicholson, with a company of volunteer artillerists,

FRANK A. O'CONNELL
Director of Publicity
of Centennial Commission

PAUL J. QUINN
Assistant Secretary
of Centennial Commission

was in charge of this part of the works. The explosion killed Second Lieutenant Claggett and wounded several others. The wife of one of the men, while administering to the injured, was killed.

Admiral Cockrane observed the confusion and ordered three of his bomb-vessels to move up nearer the fort. Major Armistead quickly took advantage of this. He ordered a general fire from every part of the fort. Within half an hour the British were driven back to their old anchorage. One vessel, the "Erebus," was saved from destruction by a division of small boats towing her beyond the range of Armistead's guns.

In the rear of the British men-o'-war was the cartel ship "Minden." Aboard this vessel were Francis Scott Key, a young lawyer, soldier and poet; his friend, Dr. William Beanes, of Upper Marlboro, Maryland, and Colonel Skinner, commander of the ship. Dr. Beanes had been made prisoner by the British after they had withdrawn from the burning of Washington.

The conduct of several stragglers of the invading army caused the venerable physician to order their detention. Learning of this some of the British officers, by way of retaliation, brought about his arrest. He was carried aboard a British ship. The news that Dr. Beanes was a prisoner spread rapidly.

One of his friends went to the home of Francis Scott Key, at Georgetown, and requested the young lawyer to go with a flag-of-truce and ask for the release of the physician. President Madison gave his consent and orders were issued that the "Minden," used by the United States Government for the transfer of prisoners, be made ready.

The "Minden" was then lying at Baltimore. Key came to this city and went aboard her. She came up with the British fleet in the lower Chesapeake. Key's mission was made

WHERE GENERAL ROSS FELL

HAMPSTEAD HILL

OLD METHODIST MEETING HOUSE

known. General Ross and Admiral Cockburn, in strong terms, spoke against the release of Dr. Beanes. After being informed of his many kind acts toward British officers who had been wounded, they relented.

Having decided to attack Baltimore, they detained the Americans. The fleet headed up the Chesapeake. As the vessels entered the Patapsco, Key, Dr. Beanes and Colonel Skinner was transferred from the British ship to the "Minden." A guard of British marines were sent aboard the flag-of-truce ship to prevent the patriots from going ashore. The "Minden" was anchored north of the present ship channel, some distance from what is now Dundalk, Baltimore County.

From the decks of the "Minden" Key and his companions watched the bombardment. As night fell the fury of the attack increased. At midnight 1250 picked men were sent from the fleet in barges, with scaling ladders and other implements for storming the fort. Under the cover of darkness they passed to the south and approached Fort Covington and Webster's six-gun battery.

For the purpose of examining the shores they threw up rockets. This gave the alarm. A large hay stack was set afire by the Americans. As its glow revealed the British boats, Fort McHenry and the two redoubts opened a terrific fire. The concussion was tremendous. The houses in the city were shaken to their foundations.

Webster and his men worked gallantly, and to them Major Armistead said he was "persuaded the country was much indebted for the final repulse of the enemy." Two vessels were sunk and a number of the attacking force were killed. Back to their ships went the British. The bombardment of the fort lasted until seven o'clock in the morning. Eighteen hundred shells were thrown by the attacking force. The total American loss was four killed and twenty-four wounded.

FOUNTAIN INN

LAZARETTO LIGHT

FLAG HOUSE

During the night Key and his friends paced the deck of the "Minden." To these men the spectacle was one of horror. As shell after shell went screaming skyward towards the fort Key's anxiety grew. During an intermission in the firing he was in doubt as to the safety of the fort. On the back of a letter he began to write.

The first blush of day tinged the skies. Gazing towards the fort Key beheld the Stars and Stripes floating triumphantly above the ramparts. His joy was without bounds. Into his brain leaped the words of "The Star-Spangled Banner." As the sun rose and the British gave up in despair he continued to make notes.

The men-o'-war fell back. Key and his companions were permitted to go ashore. In a small boat with Dr. Beanes, Colonel Skinner and an oarsman, Key finished his writing. He proceeded into the city and came to Fountain Inn, which stood on Light Street, near Orange Alley, now German Street. That night he completed the poem destined to become the American National Anthem.

In the morning he took the verses to his brother-in-law, Judge Nicholson. The words were found to fit perfectly the then popular melody, "Anacreon in Heaven." Carrying the song to the printing office of Benjamin Edes (Baltimore and Gay Streets), then serving as captain of the Twenty-seventh Regiment, copies of it were ordered. Samuel Sands, an apprentice, set the type and printed it.

That evening it was sung in the taverns. Bonfires were lit in the streets and the citizens of Baltimore made merry, while the British with their dead commander and scores of wounded were on the Chesapeake, outward bound.

FRANCIS SCOTT KEY

FRANCIS SCOTT KEY.

HE author of our national anthem, "The Star-Spangled Banner," was born on his father's estate, "Terra Rubra," Maryland. The date of his birth is in dispute. It is given as August 1, 1779, and August 9, 1780.

"Terra Rubra" was at that time in Frederick County, but the locality now forms part of Carroll County. There in the shadow of the Catoctin Mountain, amid fertile valleys, Francis Scott Key was reared.

He was the son of John Ross Key, who served with distinction as an officer in the Continental Army, and Ann Phoebe Dagworthy Charlton Key. General and Mrs. Key had another child, Ann Arnold Key, who married her brother's chum, Roger Brooke Taney, Secretary of the Treasury under President Jackson and later Chief Justice of the United States Supreme Court.

From the peaceful shades of "Terra Rubra" young Key was sent to St. John's College, Annapolis. The quaint town, around which centered the brilliant life of the Capital of the State, was a wonderful change for the impressionable boy. Dr. Upton Scott, his father's and uncle's neighbor in Frederick County, had built historic Carvel House, on Shipwright Street, and here the boy lived, with frequent visits to his grandfather, Francis Key, at his estate, "Belvoir," on the Severn River.

Graduating with high honors, Francis Scott Key, with his fellow-student, Roger Brooke Taney, read law in the office of Jeremiah Townley Chase. Meantime he fell in love with Mary Tayloe Lloyd, daughter of Edward Lloyd IV of "Wye House," Talbot County.

They were married at Annapolis by Rev. Ralph Higginbotham, rector of St. Anne's Parish. Like the date of his birth, there is a discrepancy of a year in the two dates men-

KEY MONUMENTS

Baltimore

Frederick, Md.

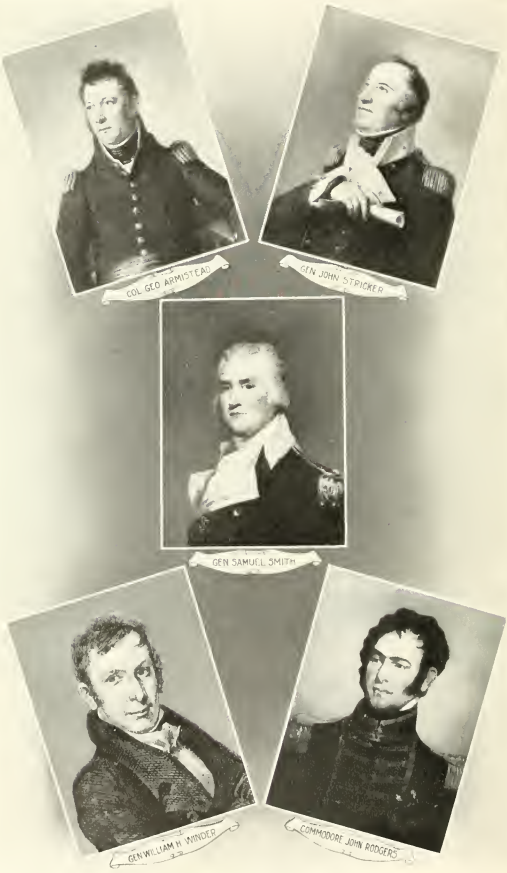
San Francisco, Cal.

tioned for this event. It is usually given as occurring in 1802. In May, 1855, Mrs. Mary Tayloe Key, the widow, applied to the Pension Office at Washington for bounty land on account of her husband's service in the War of 1812, and stated under oath that she was married to F. S. Key at Annapolis, Maryland, January 19, 1801. Eleven children were born of this marriage.

The year of his marriage Francis Scott Key began practicing law in Frederick County. Later he removed to Georgetown, D. C., where he formed an association in the practice with his uncle, Philip Barton Key. He was three times appointed United States District Attorney for the District of Columbia, which office he held from 1833 to 1841.

Key was a devout Christian. In the Sunday School he taught a Bible class of young men for many years. He was one of the vestrymen of St. John's Episcopal Church, Georgtown. The best memorial bearing tribute to his Christianity is found in the lines of the hymn he composed, "Lord, With Glowing Heart I'd Praise Thee."

He wrote many poems, being also a contributor to the same periodical for which Edgar Allan Poe wrote. His holidays he spent at "Terra Rubra." In that vicinity he was regarded as a spendthrift. He was careless in dress, but of a fine, free, impulsive nature, generous to a fault. An expression often heard was, "Farmer Key spent all the money that Lawyer Key made."

In the winter of 1843, while visiting his daughter, Mrs. Charles Howard, in Baltimore, Key was stricken with pneumonia, and died January 11. Mrs. Howard's home was on the corner of Mount Vernon Place and Washington Place, where the Mount Vernon Methodist Episcopal Church now stands. He was buried in the Howard vault in St. Paul's Cemetery, Lombard Street and Fremont Avenue. The remains were later taken to Frederick and interred in Mount Olivet Cemetery.

DEFENDERS OF BALTIMORE

DEFENDERS OF BALTIMORE.

THE Commander-in-Chief of the American forces at Baltimore in 1814, MAJOR-GENERAL SAMUEL SMITH, was born in Lancaster County, Pennsylvania, July 27, 1752; entered his father's counting house, Baltimore, 1766; went abroad and traveled extensively, 1772 to 1776; Captain in the First Maryland Regiment, served at the Battle of Long Island, distinguished at Harlem and White Plains, slightly wounded and elevated to rank of Major, 1776; Lieutenant-Colonel, Fourth Maryland Regiment, 1777; after serving three years he resigned his commission, but continued to do duty as Colonel of Militia at Baltimore; Member of Congress, 1793 to 1803; United States Senator, 1803 to 1815; Member of Congress, 1816 to 1822; United States Senator, 1822 to 1833; died April 22, 1839, while Mayor of Baltimore. He is buried in Westminster Churchyard, Fayette and Greene Streets.

LIEUTENANT-COLONEL GEORGE ARMISTEAD, in command at Fort McHenry during the bombardment in 1814, was born at New Market, Virginia, April 10, 1780; Second Lieutenant, Seventh United States Infantry, 1799; First Lieutenant, 1800; transferred to First Artillery Engineers, 1801; Assistant Military Agent, Fort Niagara, 1802; Assistant Paymaster and Captain, 1806; Major in Third Artillery and distinguished at capture of Fort George, 1813; breveted Lieutenant-Colonel for gallant defense of Fort McHenry, 1814; died April 25, 1818, at Baltimore. He is buried in Old St. Paul's Cemetery, Lombard Street and Fremont Avenue.

BRIGADIER-GENERAL JOHN STRICKER, commander of the American forces engaged in the Battle of North Point, was born in Maryland, 1758. He resigned from the army December 20, 1814, and died June 23, 1825, while president

ARMISTEAD MONUMENT

BATTLE MONUMENT

WELLS AND McCOMAS MONUMENT

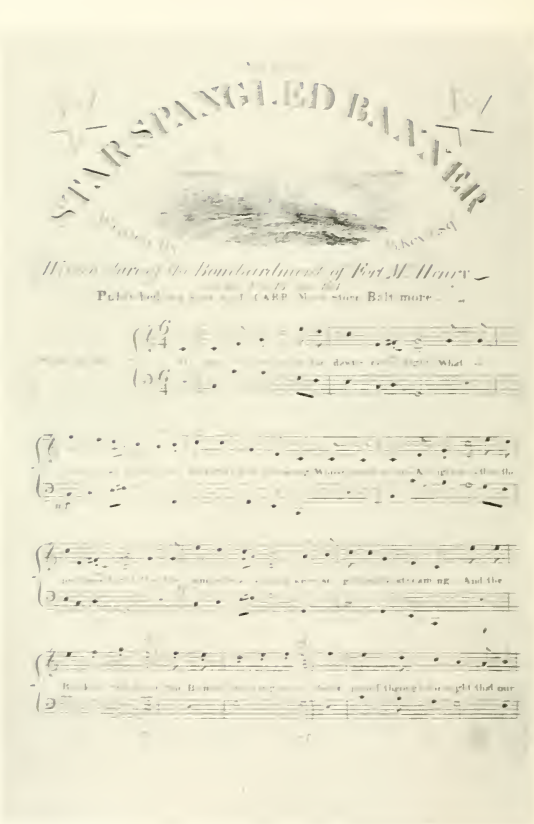
of the Bank of Baltimore. He is buried in Westminster Churchyard.

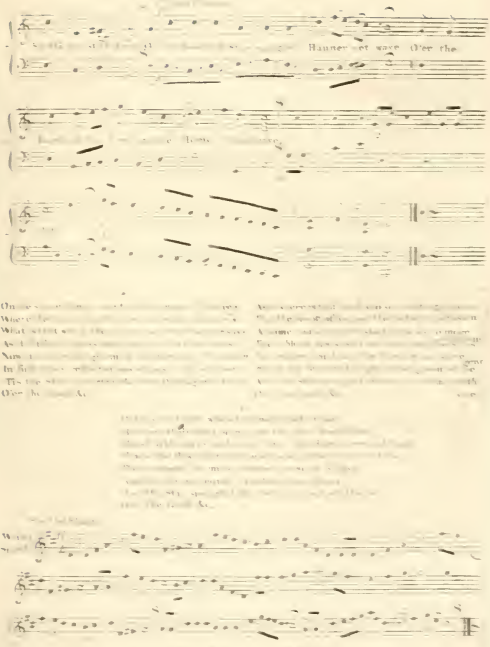
BRIGADIER-GENERAL WILLIAM H. WINDER, commander of the Tenth Military District, was born in Somerset County, Maryland, February 18, 1775; was graduated from the University of Pennsylvania; member of the Maryland Legislature, 1798; began to practice law in Baltimore, 1802; was commissioned Lieutenant-Colonel of Infantry, and after being elevated to rank of Colonel performed eminent service with Maryland troops on Niagara frontier, 1812; became Brigadier-General and several months later captured at Stony Creek, Canada, 1813; appointed Adjutant and Inspector-General, 1814; went to Northern frontier and resigned from the army, 1815; twice elected State Senator; died at Baltimore, May 24, 1824.

COMMODORE JOHN RODGERS, in command of the marine forces at Baltimore in 1814, was born at Havre de Grace, Maryland, 1771; Lieutenant in United States Navy, 1798; Captain, 1799; Executive Officer aboard the U. S. S. "Constellation" when the French frigate "Insurgenta" was taken, 1800; in active service during naval operations in the Mediterranean until 1805; fired first shot in the War of 1812; President of the Board of Naval Commissioners, 1815 to 1824; in command of squadron in the Mediterranean, 1824 to 1827; member of the Board of Naval Commissioners, 1827 to 1837; died at Philadelphia, 1838.

FORT McHENRY

FORT McHENRY.

THE reservation, containing thirty-four acres, is situated in Baltimore City, between the Patapsco River and its northwest branch. It was named in honor of Secretary of War James McHenry. The principal events in its history follow: 1661, Charles Gorsuch, a Quaker, was granted a patent for the land and paid an annual rental of one pound sterling; 1776, the first fortification, a water battery, was begun; 1778, eighteen guns were placed in position; 1794, the United States Government made an appropriation to improve the fort; 1795, J. J. Ulrich Rivardi was sent by the Secretary of War to examine the fortifications, after which the Government made its first purchase of land; 1800, the citizens of Baltimore appointed a committee to solicit funds to strengthen the infant fortress; 1813, extensive improvements were made and paid for by the City of Baltimore; 1814, bombarded by the British; 1816, jurisdiction over part of the reservation was ceded to the United States by the Maryland Legislature; 1824, visited by General Lafayette; 1833, Black Hawk, famous Indian chief, visited the city and held a reception at the fort; 1835, during the "Bank Riots," Reverdy Johnson took refuge there; 1838, Maryland ceded another part of the reservation to the Government; 1861, Baltimore editors who were thought to be in sympathy with the Southern cause were imprisoned there; 1875, the Government made its last appropriation for fortifications at this place; 1912, abandoned as an Army post. On May 21, 1914, Congress passed the Linthicum bill, turning the fort over to Baltimore City to be used as a public park. The formal transfer took place June 27, 1914. Congressman J. Charles Linthicum, acting for the Secretary of War, surrendered the deed to Mayor James H. Preston. A monument to Francis Scott Key will be erected at Fort McHenry, Congress having appropriated $75,000 for that purpose.

AN OLD VERSION OF
Courtesy of



THE NATIONAL ANTHEM
William M. Hawkins

STANDARDIZED ADAPTATION OF

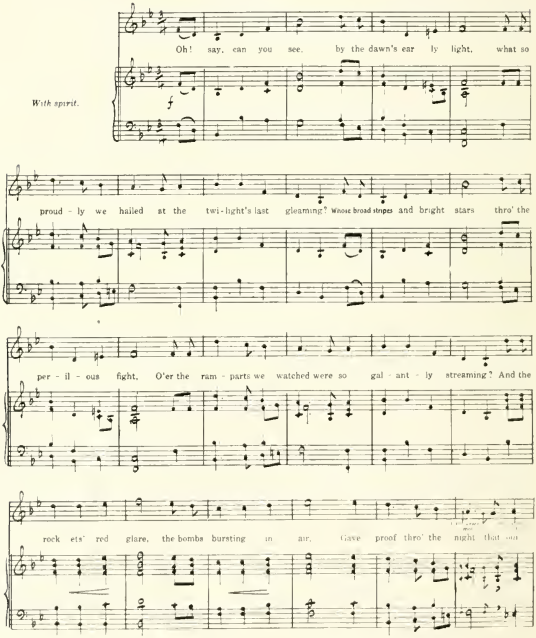
THE STAR-SPANGLED BANNER

AS SUNG BY 6000 SCHOOL CHILDREN OF BALTIMORE, FORMING A HUMAN FLAG, DURING CENTENNIAL CELEBRATION, SEPTEMBER 12, 1914, AT FORT McHENRY

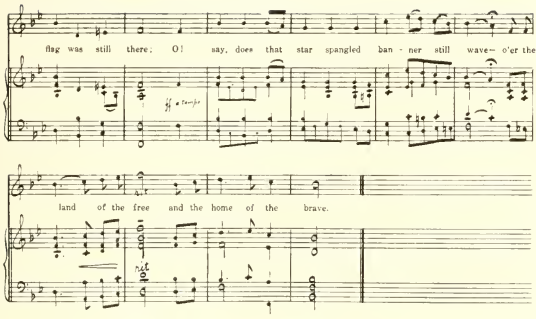
Note. The harmonies were re-arranged as much as possible from the original by John Imal

FRANCIS SCOTT KEY

SAMUEL ARNOLD


With spirit.
Oh! say, can you see, by the dawn's ear - ly light, what so
proud - ly we hailed at the twi-light's last gleaming? Whose broad stripes and bright stars thro' the
per - il - ous fight, O'er the ram - parts we watched were so gal - ant - ly streaming? And the
rock ets' red glare, the bomba bursting in air, Gave proof thro' the night that our

STANDARDIZED VERSION OF

Arranged by

On the shore, dimly seen thro' the mist of the deep,
Where the foe's haughty host in dread silence reposes,
What is that which the breeze, o'er the towering steep
As it fitfully blows, half conceals, half discloses?
Now it catches the gleam of the morning's first beam,
In full glory reflected, now shines on the stream;
'Tis the star-spangled banner, Oh! long may it wave,
O'er the land of the free, and the home of the brave.

And where is that band who so vauntingly swore
That the havoc of war and the battle's confusion,
A home and a country shall leave us no more!
Their blood has wash'd out their foul footsteps' pollution,
No refuge can save the hireling and slave
From the terror of flight or the gloom of the grave
And the star-spangled banner in triumph doth wave,
O'er the land of the free, and the home of the brave.

Oh! thus be it ever when freemen shall stand
Between their loved homes and the war's desolation;
Blest with vict'ry and peace, may the heav'n-rescued land
Praise the pow'r that hath made and preserved us a nation.
Then, conquer we must, when our cause it is just,
And this be our motto, "In God is our trust."
And the star-spangled banner in triumph shall wave,
O'er the land of the free, and the home of the brave.

THE NATIONAL ANTHEM

John Itzel

BOARD OF DIRECTORS OF CENTENNIAL COMMISSION

NATIONAL STAR-SPANGLED BANNER CENTENNIAL COMMISSION.

THE National Star-Spangled Banner Centennial Commission was incorporated November 3, 1913. Funds for the Centennial Celebration were provided through three sources: an Act of the Mayor and City Council of Baltimore, approved December 15, 1913, appropriating $50,000; an Act of the General Assembly of Maryland, approved April 1, 1914, appropriating $75,000, and subscriptions amounting to $40,000 from the citizens of Baltimore.

The personnel of the Commission follows:

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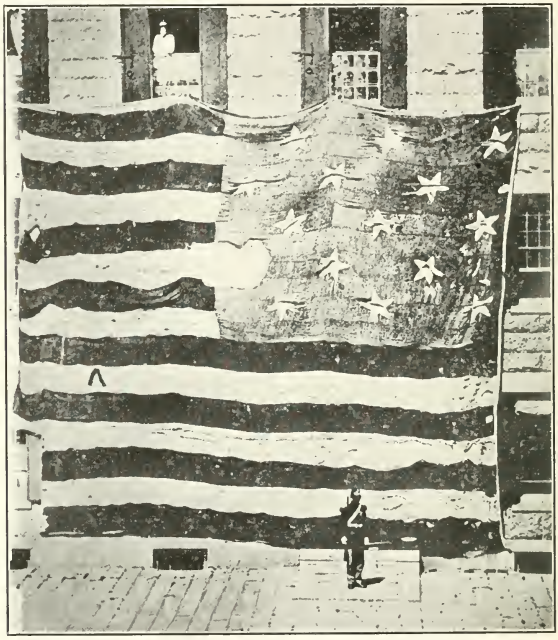

FLAG THAT FLOATED OVER FORT McHENRY IN 1814

This banner, the largest battle flag in existence, measures 36 by 29 feet. It was made by Mrs. Mary Young Pickersgill and her two nieces. The material was cut at Mrs. Pickersgill's home, "No. 60 Albemarle Street, Old Town" (Pratt and Albemarle Streets, Baltimore), and carried to a nearby brewery, where it was sewed together. During the bombardment it was pierced by a number of shots. Recently the flag was restored at the National Museum, Washington, D. C., where it is considered one of the most precious possessions of that institution.

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U. S. S. CONSTELLATION

Launched at Baltimore, September 7, 1797, this frigate is the oldest vessel in active service in the United States Navy. On February 9, 1799, off Basse Terre, after a fierce fight, the "Constellation" captured the French frigate "L'Insurgente"; in 1802 she rendered valuable service during the war with Tripoli; bottled up in Norfolk harbor during the War of 1812, the vessel prevented the British from capturing the water defenses in that vicinity; during the Civil War she was stationed in the Mediterranean to protect American commerce from privateers; from 1871 to 1888 and from 1890 to 1893, the "Constellation" was used to take the midshipmen from the United States Naval Academy, Annapolis, Maryland, on their annual cruise; on May 22, 1894, she arrived at Newport, Rhode Island, where she was assigned to do duty as a receiving ship; in 1914 Congress appropriated $50,000 to repair her and ordered that she be stationed at Baltimore during the National Star-Spangled Banner Centennial Celebration.

Heuisler, John Philip Hill, Dr. Jacob H. Hollander, Alcaeus Hooper, Dr. William H. Howell, Major George W. Hyde, William P. Jackson, Dr. Henry Barton Jacobs, Mrs. Henry Barton Jacobs, George C. Jenkins, Michael Jenkins, Dr. Howard Kelly, R. Brent Keyser, Dr. A. B. Kinsolving, Dr. H. E. Kirk, U. S. Senator Blair Lee, Brooke Lee, J. Southgate Lemmon, Eugene Levering, Congressman David J. Lewis, Congressman J. Charles Linthicum, Lloyd C. Howard, C. C. Magruder, J. Barry Mahool, William A. Marburg, Dr. E. B. Matthew, Dr. James Dudley Morgan, John T. Morris, Bishop John G. Murray, Judge Alfred S. Niles, Rev. Dr. Edwin B. Niver, John R. Pattison, James Alfred Pearce, Edgar Allan Poe, Mrs. James H. Preston, J. E. M. Raley, John B. Ramsey, Blanchard Randall, Dr. Ira Remsen, Judge John C. Rose, Rev. Dr. William Rosenau, T. Herbert Shriver, Thomas J. Shryock, Robert Poole Simpson, Congressman Frank O. Smith, U. S. Senator John Walter Smith, Thomas Smith, Rev. Dr. J. Ross Stevenson, Redmond C. Stewart, Judge Henry Stockbridge, William F. Stone, Dr. John Roach Straton, Issac Lobe Straus, Colonel Sherlock Swann, Judge Arthur H. Stump, Congressman J. F. C. Talbott, Jonathan K. Taylor, De Courcy W. Thom, William H. Thomas, E. Clay Timanus, James McC. Trippe, Hammond Urner, Murray Vandiver, Edwin Warfield, Mrs. Edwin Warfield, Dr. William H. Welch, George Whitelock, W. W. Willoughby, John F. Wilhelm, Peter R. Quinn, Dr. Charles S. Woodruff.

HISTORICAL COMMITTEE.

Mrs. A. Barneveld Bibbins, *Chairman;* Mrs. Lucy Meacham Thruston, *Vice-Chairman;* Mrs. Phillips Lee Goldsborough, Mrs. John Ridgely of Hampton, Mrs. J. M. Wrensall, Mrs. W. F. Pentz, Mrs. Charles W. Bassett, Miss Virginia W. Cloud, Miss Louise Maloy, Dr. A. H. Abel, Dr. Bernard C. Steiner, Colonel Richard H. Spencer, Allen S. Will, John Wilber Jenkins, Folger McKinsey, Louis H. Dielman, Wilbur F. Coyle, Mrs. John H. Adams, Miss Emily E. Lantz.

HISTORICAL EXHIBITS COMMITTEE.

Mrs. A. Barneveld Bibbins, *Chairman;* James E. Hancock, *Chairman Men's Section;* Members of the Historical Com-

MEMORIALS UNVEILED DURING CENTENNIAL WEEK

Erected by Pupils of Public Schools
J. Maxwell Miller, Sculptor

Erected by National Society U. S. D. of 1812
Hans Schuler, Sculptor

Armistead Monument
Edward Berge, Sculptor

mittee, Woman's Patriotic Committee, Woman's Committee and Francis B. Culver, Mrs. Julius Thruston, C. Orrin Painter, Frederick M. Colston, Dr. George Reuling, Major S. Johnson Poe, Charles S. Hayden, Harry R. Warfield, Dr. W. F. Pentz, Percy G. Skirven, Samuel A. Downs, Mrs. Charles W. Hatter, Mrs. George W. Sadtler, Mrs. Otis E. Williamson, Mrs. Albert H. Homburg, Miss Elizabeth Y. Thompson, Miss Dove, Mrs. S. Johnson Poe, Miss Ada Hadel, Mrs. Edmund B. Luckett, Miss Mabel M. Young, Mrs. W. W. Guth.

HISTORICAL PAGEANT COMMITTEE.

Hans Schuler, *Chairman;* Edward Berge, *Vice-Chairman;* J. Maxwell Miller, *Secretary;* Thomas C. Corner, Irving Ward, Francis P. Wightman, Thomas J. Wentworth, W. Gordon Beecher.

HOTEL ACCOMMODATIONS COMMITTEE.

Jerome H. Joyce, *Chairman;* Harry Busick, *Vice-Chairman;* John P. Doyle, Edward Davis, Issac E. Emerson, Frederick C. Schanberger, William H. Hager, John P. Nixon, John J. Kincaid.

LEGISLATIVE COMMITTEE.

Governor Phillips Lee Goldsborough, *Chairman;* Jesse D. Price, *Vice-Chairman;* James McC. Trippe, Peter J. Campbell, William Milnes Maloy, Carville D. Benson, Alexander B. Duke, Richard Smith Snader, Edward M. Hammond, William W. Beck, John Frank Harper, Lewis Morris Milbourne, Samuel Emmart, Benjamin Watkins, Jr.

MEDICAL RELIEF COMMITTEE.

Dr. George L. Wilkins, *Chairman;* Dr. John W. Chambers, Dr. Thomas R. Chambers, Dr. Thomas S. Cullen, Dr. Cecil M. Vest, Dr. William S. Baer, Dr. Alexius McGlannan, Dr. John D. Blake, Dr. Herbert C. Blake, Dr. George A. Hartman, Dr. Frank J. Kirby, Dr. Robert Parker Bay, Dr. Thomas J. O'Donnell, Dr. Joseph E. Gechner, Dr. John R. Abercrombie, Dr. Albert T. Chambers, Dr. G. C. Threine, Dr. Walter D. Wise, Dr. Archibald C. Harrison, Dr. D. Webster Cathell, Dr. John Staige Davis, Dr. William T.

Watson, Dr. George Heller, Dr. Archibald M. Shipley, Dr. Monroe A. Mass. Nurses' Auxiliary—Mrs. W. D. Hurst, Miss Elizabeth C. Lee, Miss Mary E. Lent.

MILITARY COMMITTEE.

Adjutant-General Charles F. Macklin, *Chairman;* Brigadier-General Charles D. Gaither, *Vice-Chairman;* General Henry M. Warfield, General Lawrason Riggs, General George F. Randolph, General Robert Garrett, General William D. Gill, General J. Kemp Bartlett, General Herbert Harlan, General W. Bladens Lowndes, Colonel Clarence Deems, Colonel Charles A. Little, Colonel Louis M. Rawlins, Colonel Harry C. Jones, Colonel John Hinkley, Colonel William Whitridge, Colonel C. Wilbur Miller, Colonel John Pleasants, Lieutenant-Colonel Delamere Skerrett, Captain Ralph Robinson, Major Eric Bergland, Major Charles B. Ewing, Major George W. Hyde, Major Ernest A. Robbins, Jr., Captain G. Arthur Hadsell.

MILITARY BALL COMMITTEE.

General N. Winslow Williams, *Chairman;* George May, *Vice-Chairman;* Douglas H. Gordon, *Treasurer;* W. Irvine Keyser, Charles I. James, Albert D. Hutzler, R. Gordon Williams, Albert C. Ritchie, James M. Thompson, S. Davies Warfield, Henry A. Parr, Jr., Frank Key Howard, W. Ewing Harvey, Douglas H. Thomas, Jr., Horatio L. Whitridge, Paul G. L. Hilken.

MUNICIPAL PARADE COMMITTEE.

William A. Larkins, *Chairman;* Major Joseph W. Shirley, *Vice-Chairman;* A. S. Goldsborough, *Secretary;* James F. Thrift, Dr. James M. Delevett, *Members of Executive Committee;* John Hubert, Charles R. Whiteford, H. Kent McCay, Richard H. Johns, George Weems Williams, Jacob W. Hook, Daniel J. Loden, Moses N. Frank, Richard Gwinn, Wilbur F. Coyle, Eugene E. Grannan, Horace E. Flack, Dr. Nathan R. Gorter, Oscar F. Lackey, Clarence E. Stubbs, S. S. Field, Robert J. McCuen, R. Keith Compton, George T. Ames, Charles England, Raleigh C. Thomas, Robert L. Clemmitt.

MUSIC COMMITTEE.

Frederick H. Gottlieb, *Chairman;* John Itzel, *Vice-Chairman and Director;* Charles H. Bochau, Peter J. Campbell, Theodore Hemberger, Frederick R. Huber, John Klein, Joseph M. Mann, W. Edwin Moffett, John T. Morris, Captain R. Fuller Shryock, Hobart Smock, Edwin L. Turnbull, David S. Melamet.

NATIONAL PATRIOTIC COMMITTEE.

Mrs. Calvin F. Troupe, *Chairman;* John Cadwalader, Society of the War of 1812; Mrs. William Gerry Slade, United States Daughters of 1812; S. Ballard Thruston, Sons of the American Revolution; Mrs. William Cumming Story, Daughters of the American Revolution; H. Edmund Wetmore, Sons of the Revolution; Mrs. Clarence L. Bleakley, Daughters of the Revolution; Winslow Warren, Society of the Cincinnati; Miss Julia Chester Wells, Daughters of the Cincinnati; Howland Pell, Colonial Wars; Mrs. Russin Cox, Colonial Dames; General Charles Lukens, Descendants of Signers; Colonel Ralph E. Prime, American Flag Association; Thomas S. Hopkins, Mayflower Society; George Norbury Mackenzie, Society of the Ark and Dove.

NATIONAL SOCIETY U. S. D. OF 1812.

Miss Powell, Missouri, *Chairman;* Mrs. Calvin F. Troupe, Maryland, *Acting Chairman;* Mrs. William Gerry Slade, New York; Mrs. F. R. Jenne, Connecticut; Mrs. B. L. Whitney, Michigan; Mrs. While, Illinois.

NAVAL COMMITTEE.

Captain Ralph Robinson, *Chairman;* U. S. Senator John Walter Smith, Congressman J. F. C. Talbott, Rear Admiral Yates Stirling, Rear Admiral Daniel D. V. Stewart, John Wilber Jenkins, H. W. C. Meyer.

NEW YORK COMMITTEE.

Colonel J. Frank Supplee, *Chairman;* J. W. Stanley, *Secretary;* Percy Heath, Lloyd D. Willis, J. C. Smith, Francis

H. Dean, S. R. MacAllister, J. C. Fireman, Jack Priess, Carroll Sprigg, W. B. Davis, Percy Davidson, Jean T. Havez, N. L. Schloss.

NORTH POINT AND FORT HOWARD COMMITTEE.

Lieutenant-Colonel Delamere Skerrett, *Chairman;* Thomas B. Todd, *Vice-Chairman;* Frederick Wood, William Stansbury Gorsuch, J. H. K. Shanahan, Jr., Rev. J. S. L. Dulaney, Mrs. W. F. Pentz, Charles M. Snyder.

PARADES COMMITTEE.

Jerome H. Joyce, *Chairman;* John M. Deponai, Adjutant-General Charles F. Macklin, Brigadier-General Charles D. Gaither, J. Albert Cassedy, John J. Hanson, Frank N. Hoen, William A. Larkins, William C. Ludwig, Hans Schuler, R. Keith Compton, H. Kent McCay.

PATRIOTIC SOCIETIES COMMITTEE.

Edwin Warfield, *Chairman;* Dr. James D. Iglehart, *Vice-Chairman;* Colonel Oswald Tilghman, Judge Henry Stockbridge, Dr. Henry Barton Jacobs, Major George W. Hyde, George R. Gaither, George Norbury Mackenzie, W. Hall Harris, George Armistead, Alfred D. Bernard, Robert M. Levering, Edward F. Arthurs, Admiral Yates Stirling, Judge Thomas I. Elliott, John Appleton Wilson, Richard M. Duvall, James E. Hancock, Dr. Charles E. Sadtler, Ira H. Houghton, J. A. Webster Richardson, McHenry Howard, General William McDonald, Dr. Thomas Sears, William M. Hayden, DeCourcy Thom, Charles England, H. H. Macy Lee, John M. Dulaney, J. Custis Handy, W. James Heaps, Thomas Hildt, George P. Nelson, B. B. Houser, Thomas M. Maynadier, Charles H. Dickey, J. J. Dennis, Ernest L. Robbins, Jr., J. M. Easter, John H. Stone, Josias Pennington, John B. Thomas, W. H. Maltbie, John H. Orem, Jr., Dr. W. P. E. Wyse, L. Wethered Barroll, Dr. Charles G. Hill, J. F. Supplee, Jr., S. A. Downs, Aubrey Pearre, Jr., Colonel B. F. Taylor, John E. Beatty, Alfred J. Carr, Charles L.

Teale, Colonel George W. Vernon, Daniel R. Randall, Mrs. Emilie McKim Reed, Mrs. J. D. Iglehart, Mrs. Robert G. Hogan, Mrs. W. G. Bowdoin, Mrs. E. W. Hubbard, Mrs. Donald McLean, Miss Alice Key Blunt, Mrs. Edwin Warfield, Mrs. Yates Stirling, Mrs. C. W. Bassett, Mrs. Albert L. Sioussat, Mrs. John Ridgely of Hampton, Mrs. Frank Onion, Mrs. J. Charles Linthicum, Mrs. Arthur Lee Bosley, Mrs. Henry Stockbridge, Miss M. Brandt, Mrs. Edwin Shippen, Miss Agnes Walton, Mrs. Marshall Elliott, Mrs. John D. Wright, Mrs. Calvin F. Troupe, Mrs. J. H. Patton, Mrs. James Ridout, Mrs. Robert A. Welch, Mrs. Frances Markell, Mrs. Beverly Randolph, Mrs. Morris E. Croxall, Mrs. Samuel N. Barker, Mrs. William E. Morton, Mrs. J. W. Lord, Mrs. F. Focke, Mrs. E. W. Byrd, Mrs. Hester Dorsey Richardson, Mrs. I. Wimbert Mohler, Miss Harriet Marine, Mrs. T. Harrison Garrett, Mrs. J. H. Buckingham, Mrs. Charles E. Rieman, Miss E. C. Williams.

PUBLIC SCHOOLS COMMITTEE.

Charles J. Koch, *Chairman;* A. J. Pietsch, Francis A. Soper, Robert W. Elliott, Joseph C. Hands, Rowland S. Watts, Ernest J. Becker, George M. Gaither, Edwin Hebdin, Mason A. Hawkins, Lieutenant William R. King, Frank A. Manny, Wilbur F. Smith, David E. Wegelein, Persis K. Miller, Annie F. North, Martha Stromberg, William James Wilkinson, William R. Flowers, Ephraim G. Gover, Laura V. Mainster, Blanche Reindollar, Jacob Grape, John A. Korff, Sarah A. McDevitt, Elizabeth A. Smyth, C. Bertram Feig, Mary E. Holmes, Frederick W. Miller, George A. Owens, Isabel Tudor.

PUBLICITY COMMITTEE.

Walter R. Hough, *Chairman;* Allen S. Will, *Vice-Chairman;* E. Milton Altfeld, W. Oscar Anderson, J. Hampton Baumgartner, Joseph Y. Brattan, W. Dwight Burroughs, A. Joseph Coburn, E. J. Cox, Clarke J. Fitzpatrick, A. S. Goldsborough, Rev. Carlton D. Harris, Alfred I. Hart, Rev. Dr. John F. Heisse, Sigmund Hirsch, Edward Ingle, John Wilber Jenkins, William B. Kines, Ralph Lyon, John S. Owens,

Philip B. Perlman, J. F. Preuss, Raleigh C. Smith, Robert E. Smith, Walter G. Schwab, Rev. Francis T. Tagg, August F. Trappe, Charles B. Weiss, Harold E. West, G. Franklin Wisner, Edward H. Pfund, William J. Malstrom.

PYROTECHNIC COMMITTEE.

Joseph Wiesenfeld, *Chairman;* A. H. Hecht, *Vice-Chairman;* James Preston, David N. Bacharach, Clarence J. Boyd, J. Hampton Baumgartner, William A. Eisenbrandt, Benjamin B. Long, Oscar F. Lackey, Francis A. Hyde, William J. Parker.

RECEPTION COMMITTEE.

Mayor James H. Preston, *Chairman;* John Hubert, *Vice-Chairman;* Walter W. Abell, Matthew Page Andrews, W. O. Atwood, Joseph Bach, Edwin G. Baetjer, George P. Bagby, Colonel Joseph R. Baldwin, Max Behrens, John G. Binford, Hewett A. Beasley, J. Anton Bokel, R. Sanchez Boone, Clarence G. Bouis, Samuel W. Bradford, Stephen D. Broadbent, Walter D. Brooks, Alexander Brown, Judge Myer J. Block, Francis K. Carey, W. Lee Carey, Robert H. Carr, Dr. Louis C. Carrico, William J. Casey, William A. Casler, Dr. William W. Cherry, Congressman Charles P. Coady, J. Henry Cook, Benjamin W. Corkran, Jr., James M. Correll, Dr. J. Frank Crouch, Francis B. Culver, William P. Cummings, Colonel Albert B. Cunningham, Waddy G. Currin, Robert B. DeFord, Oregon M. Dennis, W. Stewart Diffenderffer, Frank G. Dorsey, Frank S. Dudley, John H. Dumler, Joseph Dunn, Judge William M. Dunn, Charles E. Eckes, John W. Edel, T. Howard Embert, Charles England, Thomas J. Ewell, Charles W. Field, William J. Flannery, Arthur D. Foster, Joseph C. France, Charles H. Frederick, William J. Frere, Jr., Judge Harry C. Gaither, Edgar H. Gans, Lewis De B. Gardiner, E. Stanley Gary, John S. Gibbs, Jr., Edward Guest Gibson, Albert S. Gill, M. Gillett Gill, Jr., General William D. Gill, Allen C. Girdwood, Harry P. Goldsborough, William G. Goldsborough, Louis Goldstone, Frank H. Gunther, B. Howard Haman, Charles F. Harley, Edward Hirsch, Frank N. Hoen, R. Curzon Hoffman, Charles C. Homer, James E. Hubbard, William A. Jones,

Isaac I. Kemper, John E. Kennedy, Josiah A. Kinsey, Frank G. Kitchen, Charles H. Koppellman, James A. Latane, Martin Lehmayer, J. Quitman Lovell, Ethan A. Lycett, William A. Marbury, Ferdinand A. Meyer, Lee S. Meyer, J. Henry Miller, J. Livingston Minnis, Alexander C. Nelson, Frank Novak, Joseph Packard, W. W. Preston, John M. Requardt, E. John W. Revell, Charles B. Roberts, David G. Rosenheim, William Russell, Dr. William J. Rysanek, William B. Sanner, Arlie F. Saunders, Frederick C. Schanberger, J. Frank Smith, Raleigh C. Smith, Charles C. Stieff, Murray Vandiver, George Weems Williams, Dr. Hugh Young, James Young, John H. Farrell, William F. Get'rust, S. S. Field, Charles S. Flannery, Charles T. LeViness, James T. O'Neill, R. Lee Hearn, Charles Newman, James H. Patton, Alexander L. Strauss, Peter R. Quinn, Edmund Hanlon, George W. Rife, Frank Phillips, Daniel J. Loden, William F. O'Connor, Thomas J. Madden, Harry Baugher, John J. Mahon, Jacob I. Rosenstein, Bernard Lee, Sewell Brown, Frederick Sucro, Robert J. Padgett, Max Ways, Henry Stein, Charles Roener, Joseph E. Quinn, Emanuel J. Goldsmith, Peter Whitney, Robert White, E. H. Ober, John R. Hopwood, Thomas C. Worthington, Jr., William A. Sailer, Jerome H. Joyce, Jr., William N. Towles, Dr. Charles S. Woodruff, John F. Wilhelm, Albion J. Corning, Charles F. Corning, Newell T. Stone, Gustave H. Nachman, Joseph F. Hindes, Joseph L. Smith, Dr. W. W. Guth.

SCHOOL BOARD COMMITTEE.

Dr. James M. Delevett, *Chairman;* Dr. Albert T. Chambers, Albert L. Fankhanel, Henry Joesting, Jr., Richard J. Biggs, Colonel Clarence Deems.

SPEAKERS' BUREAU COMMITTEE.

Frederick Clement Weber, *Chairman;* John M. Wheeler, *Vice-Chairman;* William O. Atwood, A. Barneveld Bibbins, John H. Butler, Richard H. Bond, Edward J. Colgan, Frank A. O'Connell, Vincent J. Demarco, Dr. James M. Delevett, Oregon Milton Dennis, Charles T. Fardwell, Edwin J. Farber, A. S. Goldsborough, Dr. T. O. Heatwole, C. Morris Harrison, R. E. Lee Hall, Frank N. Hoen, Edwin Higgins,

Charles Morris Howard, George D. Iverson, Jr., Paul Johannsen, Charles J. Koch, Stephen C. Little, Robert E. Lee, William S. Norris, William J. Ogden, Edwin L. Quarles, Daniel S. Sullivan, James McC. Trippe, Allen S. Will, Charles S. York.

THEATRICAL COMMITTEE.

Charles E. Ford, *Chairman;* William A. Albaugh, J. Albert Cassedy, Tunis F. Dean, John Dunn, Moses N. Frank, Edward Hanlon, Wilbur Kinsey, Charles F. Lawrence, Marion S. Pearce, Edward Renton, George W. Rife, Frederick C. Schanberger, Philip J. Scheck, J. Albert Young.

TRANSPORTATION COMMITTEE.

Herbert Sheridan, *Chairman;* George H. Campbell, George W. Squiggins, William E. Lowes, Gamble Latrobe, William Pedrick, Carl R. Gray, C. F. Stewart, William P. Turner, Key Compton, W. H. Tayloe, Willard Thomson, Turnbull Murdock, P. Byrd Thompson, Edward D. Jordan, Paul Gessford, William A. House, William C. Ludwig, T. C. Cherry, J. J. Doyle, M. A. Tatum, Dr. H. M. Rowe, William H. Wardin, Orrick M. Chilton, Lacy H. Burgess, Norman M. Parrott, Thomas A. Cross.

VISITING MERCHANTS' COMMITTEE.

William B. Hurst, *Chairman;* Charles A. Falconer, *Vice-Chairman;* Thomas O'Neill, Henry F. Baker, James M. Easter, Max Hochschild, David Hutzler, Franklin P. Cator, Moses Hecht, Louis K. Gutman, Edward K. Patterson, Alexander McLachlin, Samuel Rosenthal, Jr., Samuel I. Hamburger, Albert A. Brager, Summerfield Baldwin, Israel Rosenfeld, Siegmund B. Sonneborn, Herman Bernheimer, Leon Coblens, Abraham Eisenberg, Seligman J. Adler, Emanuel Strauss, Aaron Benesch, Michael Ambach, Solomon F. Miller, Elmore B. Jeffrey, Patrick Flanigan, Alvin Greif, Benjamin W. Corkran, Jr., Sigmund Gomprecht, George Gunther, Sanders J. Thalheimer, David G. Rosenheim, Louis P. Eisenbrey, Max Skutch, Hamilton G. Fant, Leon W. Himmel,

William G. Rouse, Harrison J. Barrett, Robert F. Skutch, M. Henry Witz, Simon A. Gusdorff, Moses Morris, Julius Goldenberg, William L. Straus, Frederick Bauernschmidt, Louis Kann, Captain Henry W. Bennett, Louis De B. Gardiner, Leonard Wertheimer, Roland Bolgiano, Alfred I. Hart.

WOMAN'S COMMITTEE.

Mrs. Edward C. Wilson, *Chairman;* Mrs. Albert L. Sioussat, *Vice-Chairman;* Mrs. John W. Brown, Mrs. Francis K. Carey, Miss Elizabeth M. Carroll, Mrs. Benjamin W. Corkran, Jr., Mrs. Lewis Dill, Mrs. Charles E. Ellicott, Mrs. T. Harrison Garrett, Mrs. A. S. Goldsborough, Miss L. May Haughwout, Mrs. Francis M. Jencks, Miss Margaret Leakin, Mrs. Robert E. Lee, Mrs. Daniel Miller, Mrs. Henry C. Miller, Mrs. James H. Preston, Mrs. Charles Rieman, Mrs. Ralph Robinson, Miss Alice Tiffany, Mrs. Chester Turnbull, Miss Mary E. Waring, Dr. Lillian Welsh, Miss Elizabeth Chew Williams, Mrs. John S. Wilson, Mrs. Lucy Meacham Thruston, Mrs. George Huntingdon Williams.

In response to an invitation issued by Mayor James H. Preston, President of the Centennial Commission, the following persons were named to represent their respective States and Cities at Baltimore during Centennial Week, and are HONORARY MEMBERS of the Commission:

ALABAMA.

Representing the State—Governor Emmet O'Neal, Congressman Oscar W. Underwood, Colonel Francis G. Coffey, Mrs. S. H. Dent, Jr., Washington, D. C.; Mrs. J. V. Allen, Birmingham; Miss Maud McLure Kelly, Birmingham; A. R. Lauderdale, Goodwater; J. H. Wallace, LaFayette; Dr. Goodwin DuBose, Selma; Gen. John H. Peebles, Mooresville; W. J. Jordan, Elrod; J. H. Price, May; Robert R. Zell, Birmingham.

ALASKA.

Representing the Territory—Governor J. F. A. Strong, Delegate James Wickersham, Senator Henry Roden, S. Hall Young, New York; Senator Elwood Bruner, Senator L. V. Ray, Senator Conrad Freeding.

ARIZONA.

REPRESENTING THE STATE—Governor George W. P. Hunt, U. S. Senator Henry F. Ashurst, Mrs. Henry F. Ashurst, Congressman Carl Hayden, Mrs. Carl Hayden, W. G. Hartranft, Phoenix.

CALIFORNIA.

REPRESENTING OAKLAND—Mayor Frank K. Mott, Mrs. C. J. Waterhouse, Mrs. George C. Codding, Charles E. Keyes, P. M. Fisher, F. S. Rosseter, Roscoe D. Jones.

REPRESENTING SACRAMENTO—M. J. Burke, President City Commission; Congressman C. F. Curry, Rev. William Hughes, C. M. Goethe, E. W. Hale, Major S. W. Kay, Dr. G. C. Simmons.

REPRESENTING SAN DIEGO—Mayor Charles F. O'Neall, J. W. Sefton, Jr., Frank A. Frye, W. M. Herbert, M. T. Gilmore.

COLORADO.

REPRESENTING THE STATE—Governor Elias M. Ammons; Mrs. John F. Shafroth, Washington, D. C.; Mrs. Edward T. Taylor, Washington, D. C.; Mrs. Charles S. Thomas, Washington, D. C.; Lawrence C. Phipps, Denver; Dr. R. G. Corwin, Pueblo; Wardner Williams, Denver.

CONNECTICUT.

REPRESENTING THE STATE—Governor Simeon E. Baldwin, Morris B. Beardsley, Bridgeport; Gen. Edwin S. Greeley, New Haven; Dr. Walter R. Steiner, Hartford; James S. Hemingway, New Haven; Miss Helen E. Chase, Waterbury.

REPRESENTING BRIDGEPORT—Mayor Clifford B. Wilson, L. B. Curtis, Patrick Kane, A. B. Beers, John A. Leonard, James H. Crossley, Michael E. Griffin.

REPRESENTING HARTFORD—Mayor Louis R. Cheney, Congressman Augustine Lonergan, Meigns H. Whaple, Francis B. Allen, Charles W. Newton, Edward C. Frisbie, Dr. G. C. F. Williams, William Bro Smith, Francis R. Cooley, M. Lewin Hewes.

REPRESENTING NEW HAVEN—Mayor Frank A. Rice, Edward A. Harriman, James S. Hemingway, Livingston W. Cleaveland, Charles J. Anderson.

DELAWARE.

REPRESENTING THE STATE—Governor Charles R. Miller, Gen. James H. Wilson, Wilmington; Judge Henry C. Conrad, Georgetown; William H. Heald, Wilmington; Mayor Harrison W. Howell, Wilmington; Frank J. Williams, Wilmington; Judge George Gray, Judge James Pennewill.

FLORIDA.

REPRESENTING JACKSONVILLE—Mayor Van C. Swearingen, U. S. Senator N. P. Bryan, Congressman Emmett Wilson, Pensacola; Congressman Claude L'Engle, Mayor A. W. Corbett, St. Augustine; J. C. Privett.

GEORGIA.

REPRESENTING ATLANTA—Mayor J. G. Woodward, U. S. Senator Hoke Smith, Congressman William Schley Howard.

HAWAII.

REPRESENTING TERRITORY—Governor L. E. Pinkham, Ex-Governor Sanford B. Dole, Ex-Governor George B. Carter, Ex-Governor Walter F. Frear, P. C. Jones, Mayor J. J. Fern.

IDAHO.

REPRESENTING THE STATE—Governor John M. Haines, Mrs. Clair Southworth, Buhl; Mrs. Della B. Willis, Lewiston; Mrs. Carrie Taylor, Twin Falls; Mrs. L. M. Nesbit, Blackfoot; Mrs. George Chittenden, Coeur d'Alene.

ILLINOIS.

REPRESENTING THE STATE—Governor Edward F. Dunne, Bruce Campbell, East St. Louis; Ben Caldwell, Chatham; C. N. Wheeler, Chicago; James Edgar Brown, Chicago; Captain O. W. Wallace, Chicago; John M. Stahl, Chicago.

REPRESENTING ROCKFORD—Mayor William W. Bennett, Mrs. P. A. Peterson, A. Thorsten Lindgren, Miss Julia C. Gulliver, Burrell B. Treat, Robert Lathrop, John H. Nattrass.

REPRESENTING SPRINGFIELD—Mayor John S. Schnepp, Congressman James M. Graham, Logan Hay, Judge J. Otis Humphrey, Hugh S. Magill.

INDIANA.

REPRESENTING THE STATE—Governor Samuel L. Ralston, Congressman Martin A. Morrison, Dr. William L. Bryan, Bloomington; Dr. Harry A. King, Moores Hill; Meredith Nicholson, Indianapolis; Major George V. Menzies, Mt. Vernon.

IOWA.

REPRESENTING THE STATE — Governor George W. Clarke, Robert Kissick, Oskaloosa; Congressman H. M. Towner, Corning; Congressman G. N. Haugen, Northwood; W. P. Dawson, Aurelia; Julius Rohwer, Ida Grove.

REPRESENTING COUNCIL BLUFFS — Mayor Thomas Maloney, H. W. Binder, Gen. G. M. Dodge, Judge Walter I. Smith, E. A. Wickham, J. J. Hughes.

REPRESENTING DES MOINES—Mayor James R. Hanna, Z. C. Thornburg, Miss Frances Wright, Frank Nagel, Holmes Cowper, Dr. M. L. Bartlett.

KANSAS.

REPRESENTING THE STATE—Governor George H. Hodges, U. S. Senator Wm. H. Thompson, Congressman Dudley Doolittle, Congressman John Connelly, Charles Knabb, Hiawatha; Miss Maggie Dornblaser, Fredonia.

REPRESENTING KANSAS CITY—Mayor C. W. Green, Col. L. C. True, H. C. Herrick, E. F. Heisler, Mrs. Nettie M. F. Nason, Mrs. L. W. Leplinger.

KENTUCKY.

REPRESENTING THE STATE—Governor James B. McCreary, George C. Webb, Lexington; Thomas A. Combs, Lexington; John W. Holland, Shelbyville; Charles P. Weaver, Louisville; James M. Lang, Paducah.

REPRESENTING COVINGTON—Mayor George E. Phillips, William A. Byrne, Henry Berndt, U. J. Howard, Albert Boehmer, Lew L. Applegate, Edwin P. Morrow.

LOUISIANA.

REPRESENTING THE STATE—Governor Luther E. Hall, Clarence J. Rodgers, New Orleans; W. J. Hennesey, New Orleans; Philip Arras, New Orleans; S. W. Martien, Waterproof; J. E. Clayton, Vidalia; George W. Smith, Rayville; W. O. Hart, New Orleans.

REPRESENTING NEW ORLEANS—Mayor Martin Behrman, U. S. Senator J. R. Thornton, U. S. Senator Joseph E. Ransdell, Congressman Albert Estopinal, Congressman H. Garland Dupre.

MAINE.

REPRESENTING THE STATE — Governor William T. Haines, Adjutant-General Greenlaw, Augusta; Ray P. Eaton, Brunswick; Col. Frank M. Hume, Houlton; Col. William O. Peterson, Portland; L. L. Hooker, Bath; S. C. Stetson, Greene; George D. Bisbee, Rumford Falls.

MASSACHUSETTS.

REPRESENTING LAWRENCE—Mayor Michael A. Scanlon, Rev. George E. Lovejoy, Rev. James T. O'Reilly, Miss Bertha Macurdy, Charles E. Bradley, C. J. Corcoran.

REPRESENTING NEW BEDFORD—Mayor Charles S. Ashley, Thomas W. Cook, George N. Allen, Allen F. Wood, Henry W. Mason, John L. G. Mason.

REPRESENTING SPRINGFIELD—Mayor John A. Denison, Kurt R. Sternberg.

MICHIGAN.

REPRESENTING THE STATE—Governor Woodbridge N. Ferris, Junius E. Beal, Ann Arbor; George G. Jenkins, Big Rapids; Mrs. James M. Turner, Lansing; Mrs. Marie B. Ferrey, Lansing.

REPRESENTING DETROIT—Mayor Oscar B. Marx, Col. Samuel E. Pittman, Capt. Henry M. Alger, James Vernor.

REPRESENTING LANSING—Mayor J. Gottlieb Reutter, William Donovan, Mrs. William Donovan, A. R. Hardy, Judge R. H. Person, J. H. Moores, Mrs. J. H. Moores.

MINNESOTA.

REPRESENTING THE STATE—Governor Adolph O. Eberhart, Gideon S. Ives, St. Paul; S. R. Van Sant, Minneapolis; W. C. Edgar, Minneapolis; J. F. Calhoun, Minneapolis; Judge Ell Torrence, Minneapolis; Levi Longfellow, Minneapolis; Major W. H. Harries, Minneapolis; H. A. Castle, St. Paul; William Nixon, Farmington; S. H. Franklin, Minneapolis.

REPRESENTING MINNEAPOLIS — Mayor Wallace G. Nye, Dr. W. C. Boteler, S. H. Bowman, B. C. Bowman, Col. W. P. Cockey, Joseph L. Root, Mrs. James W. Sweet, Congressman James A. Manahan, Congressman George R. Smith, James Gray, Capt. C. A. Warren, Frederick Kees, George W. Wenzel, B. R. Coppage.

REPRESENTING ST. PAUL—Mayor Herbert P. Keller, James D. Denegre, Phil W. Herzog, William Canby, William E. Carson, Clifford A. Taney, Harry C. Huston, Wm. Trczulny, John P. Walsh, Congressman F. C. Stevens, Arthur J. Stobbart, Edward Fitzgerald.

MISSOURI.

REPRESENTING THE STATE—Governor Elliott W. Major, Judge O'Neil Ryan, P. C. Scanlon, Benjamin Altheimer, Judge S. P. Spencer, Capt. Robert McCullough, H. N. Davis, Dr. A. E. Bostwick, W. C. Maffitt, M. L. Wilkinson, E. K. Ludington, Charles A. Stix, M. C. Jones, Frederick D. Gardiner—all of St. Louis.

REPRESENTING ST. JOSEPH — Mayor Elliot Marshall, James H. McCord, H. K. White, Carroll Connett, Milton Tootle, Lawrence O. Weakeley, A. E. Martin, Charles D. Morris, Louis T. Golding, Frank M. Atkinson, Alden B. Swift, Adolph Goerman, Edward L. Hart, J. C. Hedenberg, Alfred Meier, Dr. R. Willman, Samuel L. Motter.

REPRESENTING ST. LOUIS—Mayor Henry W. Kiel, Capt. Henry King, C. Porter Johnson, Stephen Wagner, Dr. F. W. Veninga, Rev. Samuel L. Niccols, William R. Hodges, Judge Selden P. Spencer, Lee Merriweather, Congressman L. C. Dyer, Tom L. Johnson, Dr. John C. Morfit.

MONTANA.

REPRESENTING THE STATE—Governor Samuel V. Stuart, A. I. Reeves, Helena; Charles C. Cohan, Butte; Ward H. Nye, Billings; Frank H. Johnson, Kalispell; Dr. A. W. Deal, Lewistown.

NEBRASKA.

REPRESENTING THE STATE—Governor John H. Morehead, Edmund Erb, Lincoln; J. C. Seacrest, Lincoln; R. W. McGinnis, Lincoln.

REPRESENTING OMAHA—Mayor James C. Dahlman, Congressman C. O. Lobeck, U. S. Senator G. M. Hitchcock, J. H. Hanley, H. Driscoll, Dr. C. C. Allison, John T. Yates, Thomas F. Quinlan, Lee W. Kennard.

NEVADA.

REPRESENTING THE STATE—Governor Tasker L. Oddie, U. S. Senator Francis G. Newlands, U. S. Senator Key Pittman, Congressman Edward E. Roberts, W. A. Massey, Reno; Hugh H. Brown, Tonopah.

NEW JERSEY.

REPRESENTING THE STATE—Governor James F. Fielder, John Leonard Merrill, East Orange; Walter Taylor, Asbury Park; Samuel C. Cowart, Freehold; Charles M. Lum, Chatham; Cooper B. Hatch, Camden.

REPRESENTING ATLANTIC CITY—Mayor William Riddle, Commissioner Harry Bacharach, Commissioner William H. Bartlett, Commissioner Albert Beyer, Commissioner J. B. Thompson, Commissioner Alfred H. Heston.

REPRESENTING TRENTON—Mayor Frederick W. Donnelly, Col. Edward Fox, Rev. Charles Elder, George A. Bennett, William Ossenberg, James W. Totten, John D. Williams, J. Wiggins Thorn, Capt. Joseph R. Durell, William L. Vandewater, Warren M. Erwin, George H. Poulson, John Reeger, Herbert Williams, August K. Hendley, Ezra T. Beers, James Loyne, William H. Miers, George McFarland, Jonus Fuld, Frank Weeden, Patrick F. McManus, William L. Doyle, Edwin Fitzgeorge, Col. E. C. Stahl, William J. Backes, Thomas Doudiken, Harry J. Stout.

NEW MEXICO.

REPRESENTING THE STATE—Governor William C. McDonald, Atanacio Montoya, Albuquerque; Joseph Hofer, Tucumcari; W. A. Poore, Carlsbad; Miss Isabella Eckles, Silver City; Miss Josie Lockard, Raton.

NEW YORK.

REPRESENTING MT. VERNON—Mayor Edwin W. Fiske, Mrs. Joseph S. Wood, Mrs. Herbert Gresham, Miss Suzanne Stone, Erskine Van Houten, Daniel W. Whitmore, Edson Lewis, Mark D. Stiles, Dr. Thomas F. Goodwin, Morris S. Herrman, Francis Scott Key, 3rd.

REPRESENTING TROY—Mayor Cornelius F. Burns, Walter P. Warren, Edward W. Douglas, William J. Roche, William W. Loomis, John J. Hartigan, William B. Frear.

REPRESENTING UTICA—Mayor James D. Smith, J. Francis Day, Michael F. Kelly, Frederick J. Bowne, Peter Crowe, Otto A. Meyer, Frederick H. Hazard, Mrs. Francis W. Roberts, Mrs. G. Fred Ralph.

NORTH CAROLINA.

REPRESENTING THE STATE—Governor Locke Craig, Col. Benenehan Cameron, Staggville; Mrs. Lindsey Patterson, Winston-Salem; Frank B. Dancy, Baltimore, Md.; Miss Lida Rodman, Washington, D. C.; Miss Sue Tate, Morganton.

NORTH DAKOTA.

REPRESENTING THE STATE—Governor L. B. Hanna, A. T. Crowl, Dickenson; C. H. Shields, Edgely; Joseph P. Hess, Mandan; George J. Helming, Mott; H. Hallenberg, Carson; Rev. W. W. Keltner, Williston; Walter R. Reed, Amenia; C. O. Geibel, Pleasant Lake; R. A. Stuart, Minnewaukon.

OHIO.

REPRESENTING THE STATE—Governor James M. Cox, Leslie C. Curley, Portsmouth; Charles T. Greve, Cincinnati; A. M. Woolson, Toledo; Edward A. Haffner, Cincinnati; Prof. Isaac J. Cox, Cincinnati; John Weld Peck, Cincinnati; Charles F. Brush, Cleveland; John N. Stockwell, Cleveland; William F. Pierce, Gambier; H. E. Buck, Delaware.

REPRESENTING AKRON—Mayor Frank W. Rockwell, C. M. Linthicum, Mrs. Blanche Braddock Cramer.

REPRESENTING CLEVELAND—Mayor Newton D. Baker, Capt. Otto Miller, Major Frank E. Bunts, Capt. Levi T. Schofield, Dr. A. B. Meldrum, Mrs. C. B. Tozier, Major Charles R. Miller.

PENNSYLVANIA.

REPRESENTING THE STATE—Governor John K. Tener, Mayor Rudolph Blankenburg, Philadelphia; Mayor Joseph G. Armstrong, Pittsburgh; Mayor Edmund B. Jermyn, Scranton; Mayor Frank B. McClain, Lancaster; Mayor Ira W. Stratton, Reading; Mayor John K. Royal, Harrisburg; Mayor W. J. Stern, Erie.

REPRESENTING HARRISBURG—Mayor John K. Royal, William W. Jennings, George B. Tripp, Vance C. McCormick, Prof. E. C. Decevee, E. Z. Gross, George A. Hutman, Miss Carrie Pearson, Thomas M. Jones.

REPRESENTING PHILADELPHIA — Mayor Rudolph Blankenburg; John W. Jordan, Michael Murphy, William H. Hollar, Dr. Edgar Fahs Smith, John Walton.

REPRESENTING PITTSBURGH—Mayor Joseph G. Armstrong, Erasmus Wilson, H. M. Landis, Dr. S. B. Linhart, Thomas J. Hawkins, David P. Black, Omar S. Decker, Major R. M. Ewing, John E. Potter, Wm. H. Stevenson.

REPRESENTING READING—Mayor Ira W. Stratton, Eugene Hendricks, Capt. F. M. Yeager, Irvin F. Smith, James M. Kase, Charles T. Davis, George Gregory.

RHODE ISLAND.

REPRESENTING THE STATE—Governor A. J. Pothier, U. S. Senator Henry F. Lippitt, U. S. Senator LeBaron B. Colt, Congressman George F. O'Shaunnessy, Congressman Peter Goelet Gerry, Congressman Ambrose Kennedy.

SOUTH CAROLINA.

REPRESENTING THE STATE—Governor Cole L. Blease, Rev. J. Walter Daniel, D.D., Charleston; Rev. J. S. Moffatt,

D.D., Due West; Rev. Thomas J. Hegarty, Columbia; Rev. A. G. Voigt, D.D., Columbia; Rev. C. C. Brown, D.D., Sumter.

SOUTH DAKOTA.

REPRESENTING THE STATE—Governor F. Byrne, R. H. Angell, Aberdeen; Doane Robinson, Pierre; N. E. Franklin, Deadwood; H. K. Warren, Yankton.

TENNESSEE.

REPRESENTING THE STATE—Governor Ben W. Hooper, Mrs. Louise McCrory Spencer, Nashville; Leland Hume, Nashville; Mrs. W. B. Romine, Pulaski; Mrs. A. H. Buchanan, Memphis; Mrs. George W. Baxter, Knoxville; Mrs. C. B. Wallace, Nashville.

REPRESENTING CHATTANOOGA—Mayor T. C. Thompson, Congressman John A. Moon, L. G. Walker, W. H. Smith, Mrs. Frances Fort Brown, F. L. Underwood, Thomas Clarkson Thompson, Jr.

TEXAS.

REPRESENTING THE STATE—Governor O. B. Colquitt, Congressman J. P. Buchanan, Congressman Joe H. Eagle, Congressman Martin Dies, Congressman John N. Garner, Congressman George F. Burgess.

VIRGINIA.

REPRESENTING THE STATE—Governor Henry C. Stuart, Col. J. B. Baylor, Washington, D. C.; Col. John D. Letcher, Norfolk; James B. Botts, Roanoke; Major T. M. Wortham, Richmond; Gen. B. D. Spilman, Warrenton.

WASHINGTON.

REPRESENTING THE STATE—Governor Ernest Lister, Mrs. E. A. Shores, Tacoma.

REPRESENTING SEATTLE—Mayor Hiram C. Gill, Congressman James W. Bryan, Congressman William E. Humphrey, Adj.-Gen. Fred Llewellyn, Capt. Byron Phelps, Ivan L. Blair, Charles H. Winders, Mrs. Rhoda M. Moss, Dr.

Mary B. Martin, Dr. Cora Smith King, Mrs. Rosamond S. Densmore, J. O. Rockwell, Dr. Samuel J. Holmes, Miss Elizabeth J. Virtue, Mrs. G. H. Appleton, Miss Sadie Johns, Dr. Clarence Smith.

WEST VIRGINIA.

REPRESENTING WHEELING—Mayor H. L. Kirk, Col. H. M. Kimberland, Baird Mitchell, George Baird, B. W. Peterson, A. T. Hupp, Dr. H. P. Linsz, Dr. J. L. Dickey, John H. Rennard, B. S. Henerker, A. S. List.

WYOMING.

REPRESENTING THE STATE—Governor Joseph M. Carey, U. S. Senator Francis E. Warren, U. S. Senator C. D. Clark, Congressman Frank W. Mondell.

EVENTS OF THE WEEK

SUNDAY, SEPTEMBER 6th.

A. M.

Services in all the churches. "*Patriotism*" to be the theme.

4 P. M.

DRUID HILL PARK.

Combined Concert by the City Park Band and the United German Singers of Baltimore. Frederick H. Gottlieb, Chairman of Music Committee. Conductors: John Itzel, Daniel Feldman, John Klein.

1. March, "Slav"..... *Tschaikowsky*
   Invocation..... Pastor Julius Hofmann
2. Prayer of Thanksgiving..... *Kremser*
3. Overture, "Jubilee"..... *Weber*
4. Chorus, "This is the Day of Our Lord"..... *Kreutzer*
5. Cornet Solo, "The Lost Chord"..... *Sullivan*
   Mr. Daniel Feldmann.
6. Chorus, "The Day of Roses"..... *Spicker*
7. Scenes from "Rienzi"..... *Wagner*
8. Pilgrims' Chorus from Tannhauser..... *Wagner*
9. Grand American Fantasie..... *Herbert*

THE STAR-SPANGLED BANNER.

Benediction..... Rev. Dr. William Rosenau

8 P. M.

General illumination of City.

MONDAY, SEPTEMBER 7th.

9 A. M.

PATAPSCO RIVER, OFF FORT McHENRY.

Arrival of the U. S. S. Constellation (launched at Baltimore, September 7, 1797, and the oldest vessel in active service

in the U. S. Navy), accompanied by a fleet of warships, representing each type in the Navy, from the old frigate to the modern super-dreadnaught Texas. Cruisers, destroyers, submarines, monitors, gunboats and other craft will be in line. The ships will be open to visitors daily. Captain Ralph Robinson, Chairman of Naval Committee.

9 A. M.

PEABODY ART GALLERIES,
Mt. Vernon Place and Washington Place.

Opening of Historical Exhibit. Address by Hon. James H. Preston, Mayor of Baltimore. Mrs. A. Barneveld Bibbins, Chairman, Historical Committee.

9 A. M.

PATAPSCO RIVER, OFF FERRY BAR.

MIDDLE STATES REGATTA ASSOCIATION.

Twenty-fifth Annual Regatta, under the auspices of the Patapsco Navy of Baltimore, in conjunction with the National Star-Spangled Banner Centennial Commission. R. E. Lee Williamson, Chairman, Regatta Committee.

LIST OF RACES.

1. Junior Single Sculls.
2. Intermediate Single Sculls.
3. [1]Association Senior Single Sculls.
4. Senior Single Sculls.
5. Junior Double Sculls.
6. Intermediate Double Sculls.
7. Senior Double Sculls.
8. [2]Senior Double Sculls (140-lb. Class).
9. Junior Quadruple Sculls.
10. Intermediate Quadruple Sculls.
11. Senior Quadruple Sculls.
12. Junior Four-Oared Gig.
13. Intermediate Four-Oared Gig.
14. Senior Four-Oared Shell.
15. [3]Senior Four-Oared Shell (140-lb. Class).
16. Junior Eight-Oared Shell.
17. Intermediate Eight-Oared Shell.
18. Senior Eight-Oared Shell.

ALL RACES SHALL BE ONE MILE STRAIGHTAWAY.

[1]The Association Single is open only to Scullers who have never won a Senior Single Race.
[2]The Senior Double Scull is open to men who weigh 140 pounds or less.
[3]The Senior Four-Oared Shell is only open to men who weigh 140 pounds or less.

NOTE.—Men in the 140-pound Class must weigh in on morning of the race.

9 A. M.

MOOSE CLUB HOUSE,
410-412 West Fayette Street.

Supreme Council Meeting. Club House will be open to the public until noon.

10 A. M.

CIVIC AND INDUSTRIAL PARADE.

Route—Form on South Broadway, Broadway to Chase street, to Gay street, to Lexington street, to Holliday street, passing Reviewing Stand, to Baltimore street, to Howard street, to Monument street, to Cathedral street, to Mt. Royal avenue, to North avenue, to Fulton avenue, to Baltimore street.

Frank N. Hoen, Chairman; Dr. A. R. L. Dohme, Vice-Chairman, Civic and Trades Organizations Committee.

PRIZES.

Industrial Floats—First Prize, $250.00; Second Prize, $150.00.
Decorations on Floats—First Prize, $250.00; Second Prize, $150.00.
Industrial Groups—First Prize, $150.00; Second Prize, $100.00.

The awards will be given in money or plate, at the option of winners.

JUDGES.

General Felix Agnus, Colonel Sherlock Swann, J. Barry Mahool. The Judges will be stationed on the Reviewing Stand, City Hall.

FORMATION.

Chief Marshal—Frank N. Hoen.

Aides—Captain John C. Cockey, Lieutenant R. G. L. Heslop, Lieutenant Charles H. Wisner, Frederick Clement Weber, John M. Wheeler, William Ganter, John H. Robinette, William A. McCleary, Charles Garner, Jr., H. L. Scott, George D. Iverson, Jr., Charles W. Sloan, John Sonderman, Redmond C. Stewart, W. Stewart Diffenderffer, A. S. J. Owens, Harry A. Lerch, Members of Troop "A" Maryland National Guard.

INDUSTRIAL DIVISION—FLOATS.

Standard Oil Co., Martin Wagner & Co., Maryland Ice

Cream Co., John B. Hurtt & Son, The Cabell Company, William B. McCadden & Co., McCormick & Co., The Lauer & Suter Company, The Manchester Cigar Co., J. P. Cunningham Poultry Co., H. J. Gettemeuller & Co., Isaac Benesch & Sons, The Darby Candy Co., McShane Bell Foundry Co., John A. Gebelin, Kingan Provision Co., J. T. Lewis & Bros. Co., S. T. Edel & Sons, Jenkins Provision Co., The Fleischmann Company, The Chesapeake & Potomac Telephone Co., Sharp & Dohme, W. G. Scarlett & Co., Charles M. Stieff, Swindell Bros., John E. Hurst & Co., The Bartlett-Hayward Company, Little Joe Wiesenfeld, The George Franke Sons Co., E. Rosenfeld & Co., The William Wilkens Company, Goldstrom Bros., Dietrich Bros., The American Belting Co., William Boucher & Son, Maryland Casualty Co., The Crown Cork & Seal Co., Leonhardt Wagon Mfg. Co., A. Hoen & Co., Baugh & Sons Co., George Brehm & Son, Bernheimer Bros., Jenkins & Jenkins, Maryland Institute, El Dallo Cigar Mfg. Co., Probo Poultry Farm, J. F. Wiessner & Sons Brewing Co., Gardiner Dairy Co., Hendler Ice Cream Co., S. J. Van Lill Co., National Enamel & Stamping Co., William A. Tuerke, The J. E. Smith Co., F. X. Ganter Co., The Baltimore Cooperage Co., C. D. Kenny Co., Knight Tire Co., Red C. Oil Mfg. Co., George Bloome & Son, Emerson Drug Co., Read Drug & Chemical Co., Piel Construction Co., Baltimore Bargain House, United States Fidelity & Guaranty Co., The Gas & Electric Co., The Singer Sewing Machine Co., Wernig Moving & Hauling Co., Briddell Transfer Co., Maryland School for the Blind, Hirschberg Art Co., Morgan Millwork Co., Neudecker Tobacco Co., Coca-Cola Co., Dreadnaught Tire & Rubber Co., Frank Steil Brewing Co.

CIVIC DIVISION.

Marshal—John H. Ferguson.
Aides—John Banz, Frank Pollock.

FLOATS.

Baltimore Federation of Labor, Ancient and Honorable Mechanical Co., Patternmakers' Union, Mechanical Stage Workers' Association, Bakers' Local No. 209, Bookbinders Local No. 44, Patternmakers' Union, Just Government League, Bohemian Athletic Club, Loyal Temperance Legion.

ORGANIZATIONS.

Ancient and Honorable Mechanical Co., Baltimore Federation of Labor, Central Labor Union of Washington, D. C.; Central Labor Union of York, Pa.; Hair Spinners' Local No. 12,353, Bakers' Local No. 209, Typographical Local No. 11, Typographical Local No. 12, United Garment Workers of America, Stone Pavers' Local No. 20, Longshoremen Local No. 827, Longshoremen Local No. 828, Longshoremen Local No. 829, Patternmakers, Brew Workers Local No. 8, Crown Cork & Seal Workers, International Association of Machinists, Hoisting Engineers Local No. 37, Carpenters, Painters & Decorators Local No. 1, Electrical Workers, Paperhangers Local No. 295, Structural Iron Workers Local No. 16, Retail Clerks, Steam Engineers Local No. 272, Iron Molders Local No. 19, Plumbers & Gasfitters Local No. 48, Bindery Women of Baltimore, Women's Trade Union League, Coopers Local No. 32, Butchers Local No. 90, Musicians Local No. 40, Lithographers Local No. 18, Upholsterers Local No. 101, Upholsterers Local No. 104.

SUFFRAGE DIVISION.

Marshals—Miss L. C. Trax, Mrs. Spencer Heath, Mrs. Charles J. Keller.

POSTOFFICE DIVISION.

Marshal—Colonel Charles A. Rotan.

Aides—Captain D. Bennett, Captain E. Giles, Captain T. R. Bailey, Captain M. Ennis, Captain J. R. Boyd, Captain J. Holmes, Captain H. Marr, Captain T. Bennett, Captain J. H. Lurz, Captain R. D. Wolford, Captain R. L. Reamy, Captain W. Gess. Color-bearers—G. W. Fox, L. Fox. Marchers—Four hundred members of Oriole Branch No. 176, National Association of Letter Carriers.

10 A. M.

ODD FELLOWS' HALL,
Cathedral and Saratoga Streets.

Opening Session of the Sixth Annual Convention of the Fraternal Order of Orioles. Address by Supreme President Frederick J. Seams, Buffalo, New York.

2 P. M.

MOOSE CLUB HOUSE.

Initiation of five hundred Moose under the direction of the Supreme Council.

3 P. M.

HOTEL KERNAN.

Visiting members of the Fraternal Order of Orioles, as guests of Baltimore Nest, will leave for a trolley ride and sight-seeing trip.

4 P. M.

MOOSE CLUB HOUSE.

Reception to visiting Moose from the States of New York, New Jersey, Pennsylvania, Delaware, Virginia, District of Columbia and Maryland.

4 P. M.

PRATT STREET, WEST OF LIGHT STREET.

Unveiling of Tablet to mark the site of the first Baltimore & Ohio Railroad Station, the first in America, where the first telegraph message was received; also to mark the spot where the first survey of Baltimore Town was begun, January 12, 1730.

4 P. M.

WEST END PARK.

Industrial Celebration under the auspices of the Baltimore Federation of Labor.

4 P. M.

RIVER VIEW PARK.

German-American Celebration under the auspices of the Independent Citizens' Union.

8 P. M.

General Illumination of City. Band Concerts.

8 P. M.

FIFTH REGIMENT ARMORY.

Reception to Visitors. Address by Hon. Thomas R. Marshall, Vice-President of the United States. Address by Hon.

Champ Clark, Speaker of the House of Representatives. Address by Hon. Phillips Lee Goldsborough, Governor of Maryland. Address by Hon. James H. Preston, Mayor of Baltimore. J. Barry Mahool, Chairman, Fifth Regiment Armory Reception Committee.

8 P. M.

MOOSE CLUB HOUSE.

Dedication of new Home. Address by Hon. Thomas R. Marshall, Vice-President of the United States.

10.30 P. M.

MOOSE CLUB HOUSE.

Banquet in honor of James J. Davis, Director-General; Officers of the Supreme Lodge, and Speakers of the day.

TUESDAY, SEPTEMBER 8th.

9 A. M.

PEABODY ART GALLERIES.

Historical Exhibit. Open until 6 P. M.

10 A. M.

PATAPSCO RIVER, OFF FORT McHENRY.

Warships open to visitors.

10 A. M.

PATAPSCO RIVER, OFF FORT McHENRY.

Reception aboard the "Constellation" by Secretary of the Navy Josephus Daniels. Unveiling of Tablet commemorating the restoration of the frigate.

10 A. M.

ENGINEERS' CLUB OF BALTIMORE,
Charles and Eager Streets.

Opening Session of the Third Annual Convention of the National Association of Port Authorities. Address of Welcome by Hon. James H. Preston, Mayor of Baltimore. Presidential address by Hon. Calvin Tomkins of New York. Presentation of Papers—Colonel William M. Black, U. S. Engineer, New York; Francis Lee Stuart, Chief Engineer,

Baltimore & Ohio Railroad Co., Baltimore; J. F. Coleman, Consulting Engineer, New Orleans, La.; Charles J. Cohen, Philadelphia, Pa. (To be presented by George W. Norris, Director, Department of Wharves, Docks and Ferries, Philadelphia.)

10 A. M.

ODD FELLOWS' HALL.

Business session of the Sixth Annual Convention of the Fraternal Order of Orioles.

11 A. M.

PATAPSCO RIVER, OFF DUNDALK.

Dedication of "Francis Scott Key Buoy." This indicates the place of anchorage of the Cartel Ship "Minden," aboard which Francis Scott Key was detained during the bombardment of Fort McHenry. A. Barneveld Bibbins, Chairman.

3 P. M.

FLORAL AUTOMOBILE PARADE.

Route—Form on Mt. Royal avenue, Mt. Royal avenue to North avenue, to Broadway, to Fayette street, to Gay street, to Lexington street, to Holliday street, passing Reviewing Stand, to Baltimore street, to Howard street, to Linden avenue, to North avenue, to Fulton avenue, to Wilkens avenue, to Monroe street, to Carroll Park.

J. Albert Cassedy, Chairman; Joseph Askey, Vice-Chairman, Floral Automobile Parade Committee.

PRIZES.

Twenty-five Hundred Dollars in prizes will be awarded to the owners of the best decorated cars.

3 P. M.

FOOT OF BROADWAY.

Steamer "Dreamland," with visiting delegates to the Sixth Annual Convention of the Fraternal Order of Orioles, leaves for Annapolis and sight-seeing trip along the Chesapeake Bay.

3 P. M.

ENGINEERS' CLUB OF BALTIMORE.

Afternoon session of the Third Annual Convention of the National Association of Port Authorities. Presentation of

Papers—Major Robert R. Raymond, U. S. A., Los Angeles, Cal.; B. F. Cresson, Jr., Chief Engineer, New Jersey Harbor Commission; General H. M. Chittenden, Seattle, Wash.; William Joshua Barney, Consulting Engineer, New York.

4 P. M.

CARROLL PARK.

Colonial Garden Party, with Minuet (in costume). Unveiling of Tablet on "Mount Clare," the oldest house in Baltimore, and formerly the residence of Barrister Carroll. Unveiling of Portrait of Barrister Carroll. Unveiling of Painting of "Mount Clare in 1781," by Miss Florence Mackubin, after Miss Ludlow Carroll Willett. Acceptance on behalf of the City by Hon. James H. Preston, Mayor of Baltimore. Historical Tableaux vivant of the Revolution and War of 1812. Scenes enacted by descendants. Scenario, Mrs. L. M. Thruston; Director, Miss L. M. Haughwout.

4.30 P. M.

CARROLL PARK.

Triumphal Foot and Riding Tournaments—Jumping, Roman Riding, Vaulting and Exhibitions of Green Spring Valley Hounds. Captain C. Lyon Rodgers, Jr., Marshal. Redmond C. Stewart, Master of Hounds. Charge to the Knights, Edwin Warfield. Coronation Address, Hon. Phillips Lee Goldsborough, Governor of Maryland.

8 P. M.

General Illumination of City.

8 P. M.

GRAND CARNIVAL.

Route—Form on Eutaw Place north of Key Monument, Eutaw Place to Madison street, to Howard street, to Baltimore street, to Holliday street, passing Reviewing Stand, to Lexington street, to the Fallsway, to Mt. Royal avenue.

John J. Hanson, Chairman; Joseph Askey, Vice-Chairman, Carnival Committee.

Chief Marshal—John J. Hanson.

Division Marshals—Joseph Askey, Frederick Clement Weber, John M. Wheeler, William A. McCleary, John H. Robinette.

PRIZES.

One Thousand Dollars will be divided among the winners in the following classes:

The Most Fanciful Club.
The Most Comic Club.
The Most Magnificent Individual Costume.
The Best Float and Special Exhibit.

WEDNESDAY, SEPTEMBER 9th.

9 A. M.

PEABODY ART GALLERIES.

Historical Exhibit. Open until 6 P. M.

9.30 A. M.

PRATT AND ALBEMARLE STREETS.

Unveiling of Tablet on "Flag House," where the original "Star-Spangled Banner" was made by Mrs. Mary Young Pickersgill. Tablet erected by Trustees of the Samuel Ready Estate.

10 A. M.

FRONT AND LOMBARD STREETS.

Unveiling of Tablet on "Carroll Mansion," where the last surviving signer of the Declaration of Independence, Charles Carroll of Carrollton, died. A. Barneveld Bibbins, Chairman, Carroll Mansion Committee.

10 A. M.

PATAPSCO RIVER, OFF FORT McHENRY.

Warships open to visitors.

10 A. M.

FORT McHENRY.

Unveiling of Memorial to the American Privateersmen of

the War of 1812. Erected by the Daughters of America. A. M. Geisbert, Chairman.

10 A. M.

ENGINEERS' CLUB OF BALTIMORE.

Morning Session of the Third Annual Convention of the National Association of Port Authorities. Address by Hon. Phillips Lee Goldsborough, Governor of Maryland. Presentation of Papers—Oscar F. Lackey, President, Harbor Board of Baltimore; Hugh Bancroft, Boston, Mass.; Harry C. Gahn, City Engineer, Cleveland, Ohio; Representative of the Department of Commerce, Washington, D. C. Appointment of Committees.

10 A. M.

ODD FELLOWS' HALL.

Business Session of the Sixth Annual Convention of the Fraternal Order of Orioles.

1 P. M.

FRATERNAL ORDERS' PARADE.

Route—Form on Fulton avenue, Fulton avenue to Lexington street, to Paca street, to Baltimore street, to Holliday street, passing Reviewing Stand, to Lexington street, to Gay street, to Baltimore street, to Broadway, to Lombard street, countermarch on Broadway to Fayette street.

John M. Deponai, Chairman; Harry C. Grove, Vice-Chairman, Fraternal Orders Committee.

FORMATION.

Grand Marshal—John M. Deponai.

Chiefs of Staff—Judge William M. Dunn, Colonel J. Frank Supplee.

Aides—Congressman J. Charles Linthicum, Congressman Charles P. Coady, Harry H. Mahool, C. N. Steigelman, Frederick A. Groom, A. M. Geisbert, Thomas K. Le Brou, Alfred Turner, Clinton Pritchett, Sullivan Buckman, Thomas J. Welsh, Joseph Hubbard, John J. Russell, William H. Carrigan, George C. Tracey, Harry C. Grove, Paul Newkirk, Thomas Challoner.

Chief Marshals—Adolph Spamer, First Division; William J. Heaps, Second Division; Eugene M. Thomas, Third Division; Harry S. Welch, Fifth Division.

ALLEGORICAL FLOAT.

The subject selected to illustrate "Fraternity" was taken from the poem "Abou ben Adhem," written by Leigh Hunt. This was adopted by unanimous consent of the Fraternal Orders Committee's Subcommittee on Floats and Uniforms, composed of Adolph Spamer, Chairman; Judge William M. Dunn, Howard M. Emmons, W. Morse Keener, William W. Emmart and John M. Deponai, following a suggestion by the Chairman. The design was built by two Baltimore sculptors, Edward Berge and J. Maxwell Miller.

ORGANIZATIONS.

Royal Arcanum, Improved Order of Heptasophs, Knights of the Maccabees, Royal Order of Moose, Catholic Benevolent Legion, Modern Woodmen of America, Knights of Columbus, Companions Foresters of America, Order United American Mechanics, Woodmen of the World, Improved Order Red Men, Fraternal Order of Orioles, Knights of Usonia, Uniform Rank Junior Order of United American Mechanics, Knights of the Golden Eagle, United Commercial Travelers, United Italian Societies, Independent Order B'rith Abraham, Ancient Order of Hibernians, Austrian Hungary Sick Relief Association, Maryland Pilgrims Association, German Catholic Knights, Bohemian Gymnastic Association, Junior Order American Mechanics, Daughters of America, Patriotic Order Sons of America, Patriotic Order of America, Ladies of the Maccabees, Fraternal Order of Eagles, German-American Catholic Union, Order of Heptasophs, Foresters of America.

3 P. M.

FOOT OF BROADWAY.

Delegates to the Third Annual Convention of the National Association of Port Authorities, aboard the steamer "F. C. Latrobe," will leave for an Inspection Trip of the Harbor.

5 P. M.

CALVERT HALL COLLEGE,
Cathedral and Mulberry Streets.

Unveiling of Tablet to mark site of encampment of the Army of Count de Rochambeau on their return from York-

town. Tablet erected by the Faculty and Students of the College.

8 P. M.

General Illumination of City. Band Concerts.

THURSDAY, SEPTEMBER 10th.

9 A. M.

PEABODY ART GALLERIES.

Historical Exhibit. Open until 6 P. M.

9.30 A. M.

LEXINGTON STREET, WEST OF CHARLES STREET.

Unveiling of Tablet to mark "Crooked Lane," a remnant of the "Great Eastern Highway," between North and South in Revolutionary days. Historical Committee.

10 A. M.

PATAPSCO RIVER, OFF FORT McHENRY.

Warships open to visitors.

10 A. M.

ENGINEERS' CLUB OF BALTIMORE.

Business meeting of the Third Annual Convention of the National Association of the Port Authorities. Reports of Committees and Officers of the Association. Election of Officers. Discussion of Papers.

10 A. M.

ODD FELLOWS' HALL.

Business meeting of the Sixth Annual Convention of the Fraternal Order of Orioles. Election of Officers.

10.30 A. M.

COURTHOUSE.

Unveiling of Portrait of Francis Scott Key, presented by Avalon Chapter, Daughters of the Revolution. Mrs. Ella W.

Byrd, Chairman. Address by Mrs. Frank Onion, State Regent, Daughters of the Revolution. Address by Judge Morris A. Soper. Historical address by Mrs. Clarence L. Bleakley, President-General, Daughters of the Revolution. Presentation by Mrs. F. B. Focke, Regent, Avalon Chapter. Acceptance by Hon. James H. Preston, Mayor of Baltimore.

11.30 A. M.

CITY HALL.

Unveiling of Monumental Tablet, presented to the City of Baltimore by the National Society United States Daughters of 1812. Miss Powell, Chairman; Mrs. Calvin F. Troupe, Acting Chairman, National Society United States Daughters of 1812. Address by Mrs. B. L. Whitney, Detroit, Mich. Presentation by Mrs. William Gerry Slade, President-National. Acceptance by Hon. James H. Preston, Mayor of Baltimore.

2 P. M.

MUNICIPAL PARADE.

Route—Form on Key Highway, Key Highway to William street, to Warren avenue, to Riverside avenue, to Fort avenue, to Hanover street, to Camden street, to Eutaw street, to Baltimore street, to Holliday street, passing Reviewing Stand, to Lexington street, to Gay street, to Baltimore street, to Broadway, to Pratt street.

William A. Larkins, Chairman; Major Joseph W. Shirley, Vice-Chairman, Municipal Parade Committee.

FORMATION.

Chief Marshal—Mayor James H. Preston.
Parade Manager—A. S. Goldsborough.

First Division.

Aides—Oregon Milton Dennis, Norval H. King, Dr. Timothy O. Heatwole.

Baltimore City Council. Visiting Governors. Visiting Mayors. One Float.

Second Division.

Aides—George Cobb, Thomas B. Burgess, Porter Brown, Howard Hutchinson.

Departments—City Collector, City Comptroller, Collector of Water Rents and Licenses, City Register, Appeal Tax Court, Superintendent Public Buildings, Building Inspector, Jail Board. Seven Floats.

Third Division.

Aides—John Ireton, Powell Nolan, James McKay, George R. Ogier.

Departments — Paving Commission, Commissioners for Opening Streets, City Engineer, City Forester. Twenty Floats.

Fourth Division.

Aides—E. F. Callahan, J. T. O'Connor, William McDermott.

Department—Street Cleaning Department.

Fifth Division.

Aides—Chester M. Gourley, S. R. Alexander, C. J. Rasch, A. B. Foard.

Departments— Topographical Survey, Lamps and Lighting, Harbor Board, Factory Site Commission, Municipal Journal, Department of Legislative Reference, City Library. Nine Floats.

Sixth Division.

Aides—W. J. West, W. Sanders Carr, David Cowan, C. W. Keefer.

Departments—Water Department, Sewerage Commission, Electrical Commission. Fifteen Floats.

Seventh Division.

Aides—James R. Wheeler, N. G. Grasty, C. Rowland Stallings, W. M. Corcoran.

Departments—Health Department, Charities and Corrections. Ten Floats.

Eighth Division.

Aides—James O'Meara, Samuel K. Thomas.

Departments—School Board, Park Board, Bath Commission. Twelve Floats.

Ninth Division.

Aide—Thomas H. Durkin.
Department—Fire Department.

Tenth Division.

Municipal Floats from Other Cities.

4 P. M.

FORT McHENRY.

Unveiling of Memorial Tablet presented by the Maryland Daughters of the American Revolution. Mrs. Robert G. Hogan, Chairman. Invocation, Rev. Arthur B. Kinsolving, Rector Old St. Paul's Church. Address by Mrs. William Cumming Story, President-General Daughters of the American Revolution. Address by Hon. Phillips Lee Goldsborough, Governor of Maryland. Historical address by Mrs. Hester Dorsey Richardson, State Historian. Presentation by Mrs. Robert G. Hogan, State Regent. Acceptance by Hon. James H. Preston, Mayor of Baltimore. Unveiling of Tablet by Miss Alice Key Blunt. Reception to members of Daughters of the American Revolution and other patriotic societies in the Star Fort.

8 P. M.

General Illumination of City.

8 P. M.

HISTORICAL PAGEANT.

Route—Form on Mt. Royal avenue, Mt. Royal avenue to Fallsway, to Lexington street, to Holliday street, passing Reviewing Stand, to Baltimore street, to Howard street, to Cathedral street, to Mt. Royal avenue.

Hans Schuler, Chairman; Edward Berge, Vice-Chairman, Historical Pageant Committee.

FORMATION.

Escort of Honor—Troop "A," Maryland National Guard.
Light Bearers—Boy Scouts.

FIRST DIVISION.

Mounted Heralds and Trumpeters. "Events of 1814."
Float No. 1—Impressment of American Seamen. Guard of Honor.
Float No. 2—Pinkney Addressing Citizens of Baltimore. Guard of Honor.
Float No. 3—Rodgers Firing First Shot. Guard of Honor.
Float No. 4—Capture of British Merchantman by American Privateer. Guard of Honor.
Float No. 5—Approach of the British Announced. Guard of Honor.
Float No. 6—Brigadier-General John Stricker Defending North Point. Guard of Honor—Sparrows Point Home Guards.
Float No. 7—Headquarters of Major-General Samuel Smith, Commander-in-Chief. Guard of Honor.
Float No. 8—Death of General Ross and of Wells and McComas. Guard of Honor—Wells and McComas Council Junior Order United American Mechanics.
Float No. 9—Making of the Actual Star-Spangled Banner. Guard of Honor—Court Stars and Stripes Foresters of America, carrying replica of original flag.
Float No. 10—Bombardment of Fort McHenry. Guard of Honor—Boys Brigade.
Float No. 11—Heroes of Fort McHenry. Guard of Honor.
Float No. 12—Key Writing Star-Spangled Banner on Deck of "Minden." Guard of Honor.
Float No. 13—Signing the Treaty of Peace at Ghent. Guard of Honor—Boy Scouts of America.
Float No. 14—The Apotheosis of the Star-Spangled Banner. Guard of Honor.
Procession of Banners representing the Eighteen States of the Union in 1814.

SECOND DIVISION.

"One Hundred Years of Progress."
Float No. 15—Peace, Prosperity and Great Men of Baltimore. Guard of Honor.
Float No. 16—Commerce by Sea—Baltimore Clipper. Guard of Honor—Boys Brigade.
Float No. 17—Commerce by Land—America's First Locomotive. (Furnished by B. & O.) Guard of Honor—B. & O. Employees.
Float No. 18—Commerce by Canal.
Float No. 19—Laying of Cornerstone of B. & O. by Charles Carroll of Carrollton. Guard of Honor.
Float No. 20—First Telegram—"What Hath God Wrought?" Guard of Honor.
Float No. 21—Industries of Maryland.
Float No. 22—Education. Guard of Honor—Baltimore City College.
Float No. 23—The Great Fire of 1904. Guard of Honor—Baltimore City Firemen.
Float No. 24—The Rebuilding of Baltimore. Guard of Honor—The Polytechnic Institute.

FRIDAY, SEPTEMBER 11th.

9 A. M.

PEABODY ART GALLERIES.

Historical Exhibit. Open until 6 P. M.

9.30 A. M.

PORT COVINGTON.

Unveiling of Cannon. Erected in Memory of the Gallant Defence in 1814 of Fort Covington and Fort Babcock by Webster's "Six Gun Battery."

10 A. M.

PATAPSCO RIVER, OFF FORT McHENRY.

Warships open to Visitors.

10.30 A. M.

PATTERSON PARK.

Unveiling of Memorial erected by the Pupils of the Public Schools of Baltimore City, Marking the Site of the Headquarters of General Samuel Smith, Commander-in-Chief of the Defenders of Baltimore in 1814.

Dr. James M. Delevett, Chairman, School Board Committee.

Presentation by Charles J. Koch, Assistant Superintendent, Department of Education. Acceptance by Hon. James H. Preston, Mayor of Baltimore. Address by Hon. William Jennings Bryan, Secretary of State.

11.30 A. M.

PATTERSON PARK.

Unveiling of Memorial Cannon at "Rodgers' Bastion," Marking Site of the Headquarters of Commodore John Rodgers, in Command of the Marine Forces Engaged in the Defense of Baltimore in 1814.

2 P. M.

MILITARY AND NAVAL PARADE.

Route—Form on Broadway, Broadway to Baltimore street, to Fallsway, to Lexington street, to Holliday street, passing

Reviewing Stand, to Baltimore street, to Howard street, to Franklin street, to Cathedral street, to Monument street, to Charles street, to Chase street, to St. Paul street, to Mt. Royal avenue, to Confederate Statue.

Adjutant-General Charles F. Macklin, Chairman; Brigadier-General Charles D. Gaither, Vice-Chairman, Military Committee. Captain Ralph Robinson, Chairman, Naval Committee.

FORMATION.

Chief Marshal—Major-General W. W. Wotherspoon, Chief of Staff, United States Army.

Staff—General Henry M. Warfield, General Lawrason Riggs, General George F. Randolph, General J. Kemp Bartlett, General W. Bladen Lowndes, Colonel Louis M. Rawlins, Colonel William Whitridge, Colonel M. A. Humphreys, Colonel C. Wilbur Miller, Colonel H. L. Duer, Major Samuel J. Fort, Major W. W. Crosby, Major John Philip Hill, Major Joseph W. Shirley, Major J. Frank Ryley, Captain G. Arthur Hadsell, U. S. A.

First Brigade.

Regulars of the United States Army and Navy.

Second Brigade.

National Guardsmen and Independent Organizations from other States.

Maryland Brigade.

Brigadier-General Charles D. Gaither, Commanding.

Staff—Major Ernest A. Robbins, Jr., Adjutant; Major Walter V. Shipley, Major Robert P. Bay, Captain H. Arthur Mitchell.

First Infantry.

Colonel Charles A. Little, Commanding.

Captain Charles Alvey, Adjutant; Major Hugh R. Riley, Major Milton A. Reckord.

Fourth Infantry.

Colonel Harry C. Jones, Commanding.

Captain Paul M. Burnett, Adjutant; Major Albert S. Gill, Major Henry S. Barrett.

Fifth Infantry.

Colonel John Hinkley, Commanding.

Captain Herbert A. Smith, Adjutant; Major Irving Adams, Major David W. Jenkins, Major S. Johnson Poe.

2.30 P. M.

HOMEWOOD FIELD, JOHNS HOPKINS UNIVERSITY.

National Track and Field Championships of the Amateur Athletic Union.

Robert Garrett, Chairman; Dr. William Burdick, Secretary, Athletic Committee.

JUNIOR EVENTS.

100-Yards Run, 220-Yards Run, 440-Yards Run, 880-Yards Run, 440-Yards Hurdle Race, 120-Yards Hurdle Race, One-Mile Run, Five-Mile Run, 220-Yards Hurdle Race, One-Mile Walk, Pole Vault for Height, Running High Jump, Running Broad Jump, Running Hop, Step and Jump; Throwing 56-Lb. Weight, Throwing 16-Lb. Hammer, Putting 16-Lb. Shot, Throwing the Discus, Throwing the Javelin.

8 P. M.

General Illumination of City. Band Concerts.

8 P. M.

HOTEL BELVEDERE.

Reception to Delegates attending Biennial Meeting of the National Society of the War of 1812. General John Cadwallader, President-General.

9 P. M.

FIFTH REGIMENT ARMORY.

Military Ball in Honor of Distinguished Guests, Members of the Diplomatic Corps, Visiting Army and Naval Officers and others.

General N. Winslow Williams, Chairman; George May, Vice-Chairman, Military Ball Committee.

Buffet Supper.

SATURDAY, SEPTEMBER 12th.

9 A. M.

PEABODY ART GALLERIES.

Historical Exhibit. Open until 6 P. M.

9.30 A. M.

HOTEL BELVEDERE.

Biennial Meeting of the National Society of the War of 1812.

General John Cadwallader, President-General.

Address by Hon. James H. Preston, Mayor of Baltimore.

10 A. M.

PATAPSCO RIVER, OFF FORT McHENRY.

Warships open to Visitors.

10 A. M.

FORT McHENRY.

Concert by City Park Band. Director, Daniel Feldman.

10 A. M.

STAR-SPANGLED BANNER LEGION PARADE.

Route—Form at Washington Monument, Monument street to Howard street, to Baltimore street, to Holliday street, passing Reviewing Stand, to Lexington street, to Gay street, to Lombard street, to Light street, to Key Highway, to William street, to Warren avenue, to Riverside avenue, to Fort avenue, to Fort McHenry.

The flag that inspired Key to write our National Anthem will be escorted along the above route by Hon. Woodrow Wilson, President of the United States; Members of the Cabinet, Governors of States, One Hundred picked men from each of the Eighteen States that were in the Union in 1814, Members of the Grand Army of the Republic and Confederate Veterans.

FORMATION.

Chief Marshal—Hon. Phillips Lee Goldsborough, Governor of Maryland.

Chief of Staff—Adjutant-General Charles F. Macklin.

Staff—Brigadier-General Robert Garrett, Quartermaster-General; Brigadier-General J. Kemp Bartlett, Judge Advocate General; Brigadier-General William D. Gill, Inspector-General; Brigadier-General Herbert Harlan, Surgeon-General; Brigadier-General W. Bladen Lowndes, Chief of Ordnance.

Aides—Colonel George L. Bartlett, Colonel Marion A. Humphreys, Colonel Henry L. Duer, Colonel William B. Tilghman, Colonel William Whitridge, Colonel Edward M. Allen, Colonel Albanus Phillips, Colonel C. Wilbur Miller.

Visiting Governors and Staff.

Star-Spangled Banner Legion.

NOON.

FORT McHENRY.

Dedication of Fort McHenry as a Public Park. Congressman J. Charles Linthicum, Chairman, Fort McHenry Committee. A chorus of 6400 pupils of the public schools, forming a human flag, will sing patriotic airs, accompanied by a mass band of 250 pieces. Frederick H. Gottlieb, Chairman; John Director, Music Committee. Charles J. Koch, Chairman, Public Schools Committee.

PROGRAM.

1. Baltimore Centennial March.....*Victor Herbert*
2. Baltimore School Children Chorus, "America."....*Carey*
   Invocation—James Cardinal Gibbons.
3. Largo.....*Handel*
   Address—Hon. Woodrow Wilson, President of the United States.
4. Emblem of Freedom.....*King*
   Address—Hon. Phillips Lee Goldsborough, Governor of Maryland.
5. Human Flag Chorus, "Maryland, My Maryland."
   Address—Hon. James H. Preston, Mayor of Baltimore.
6. Nibelungen Selection.....*Wagner*
7. Human Flag Chorus, "Star-Spangled Banner," *Francis Scott Key*

Benediction—Bishop John Gardner Murray.

2 P. M.

FORT McHENRY.

Unveiling of Monument to Lieutenant-Colonel George Armistead, who commanded the Fort during the Bombardment in

1814. Erected by the National Star-Spangled Banner Centennial Commission and the Maryland Society of the War of 1812. Mayor James H. Preston, Chairman, Armistead Monument Commission. General John Cadwallader, President-General, Society War of 1812. Presentation by Dr. J. D. Iglehart. Acceptance by Hon. James H. Preston, Mayor of Baltimore. Address by Hon. Henry C. Stuart, Governor of Virginia.

3 P. M.

HOMEWOOD FIELD, JOHNS HOPKINS UNIVERSITY.

National Track and Field Championships of the Amateur Athletic Union. George J. Turner, Chairman; Latrobe Cogswell, Vice-Chairman.

SENIOR EVENTS.

100-Yards Run, 220-Yards Run, 440-Yards Hurdle Race, 440-Yards Run, 880-Yards Run, 120-Yards Hurdle Race, One-Mile Run, Five-Mile Run, 220-Yards Hurdle Race, Three-Mile Walk, Pole Vault for Height, Running High Jump, Running Broad Jump, Running Hop, Step and Jump; Throwing 56-Lb. Weight, Throwing 16-Lb. Hammer, Putting 16-Lb. Shot, Throwing the Discus, Throwing the Javelin.

3 P. M.

RESIDENCE OF MAYOR JAMES H. PRESTON.
Charles and Read Streets.

Reception to Governors, Mayors and Invited Guests by Mayor and Mrs. James H. Preston.

7 P. M.

HOTEL BELVEDERE.

Banquet of the National Society of the War of 1812.

8 P. M.

General Illumination of the City.

8.30 P. M.

BALTIMORE HARBOR.

Water Carnival and Fireworks Display, commemorating the Bombardment of Fort McHenry. Joseph Wiesenfeld, Chairman; A. H. Hecht, Vice-Chairman, Pyrotechnic Committee.

SUNDAY, SEPTEMBER 13th.

A. M.

Services in all the Churches. "Peace" to be the theme.

10.30 A. M.

MEETING-HOUSE,
Near North Point Battlefield.

Unveiling of Tablet marking building used as a hospital by both Armies engaged in the Battle of North Point. Tablet erected by the Patriotic Order Sons of America. Thomas E. Bruff, Sr., Chairman.

11.30 A. M.

NORTH POINT BATTLEFIELD.

Dedication of "Dr. Houck's Acre," in commemoration of the last important land engagement before Peace was declared. Unveiling of Tablets.

5 P. M.

WESTMINSTER CHURCHYARD,
Fayette and Greene Streets.

Unveiling of Memorial Tablets and Decoration of Graves of the Heroes of both wars for American Independence.

5.30 P. M.

OLD ST. PAUL'S CHURCHYARD,
Lombard Street and Fremont Avenue.

Decoration of Graves of those who fought in the Revolution and the War of 1812.

8 P. M.

General Illumination of City.

PART TWO

THE BALTIMORE BOOK SECTION
OF THE NATIONAL STAR-SPAN-
GLED BANNER CENTENNIAL
OFFICIAL PROGRAMME

TABLE OF DISTANCES

in Nautical and Statute Miles between Baltimore and Ports of the Far East and on the West Coast of North and South America, via Panama Canal.

From Baltimore to	Nautical Miles.	Statute Miles.
Acapulco, Mexico	3,370	3,881
Via Panama Canal.		
Callao, Peru	3,290	3,789
Via Panama Canal.		
Colon, Panama	1,901	2,189
Via Crooked Island Passage.		
Coronel, Chile	4,766	5,488
Via Panama Canal.		
Guayaquil, Ecuador	2,737	3,152
Via Panama Canal.		
Hong Kong, China	11,568	13,315
Via Panama Canal and Honolulu.		
Honolulu, Hawaii	6,629	7,634
Via Panama Canal.		
Iquique, Chile	3,931	4,527
Via Panama Canal.		
Manila, P. I.	11,467	13,205
Via Panama Canal, Honolulu and Guam.		
Panama, Panama	1,944	2,239
Via Crooked Island Passage.		
Port Townsend, Washington, U. S. A.	5,959	6,862
Via Panama Canal and San Francisco, Cal.		
Portland, Oregon, U. S. A.	5,839	6,724
Via Panama Canal and San Francisco, Cal.		
Punta Arenas, Chile	5,887	6,779
Via Panama Canal.		
San Diego, California, U. S. A.	4,787	5,513
Via Panama Canal.		
San Francisco, California, U. S. A.	5,189	5,975
Via Panama Canal.		
San Jose, Guatemala	2,830	3,259
Via Panama Canal.		
Shanghai, China	11,064	12,734
Via Panama Canal, Honolulu and Yokohama.		
Sitka, Alaska	6,491	7,475
Via Panama Canal and San Francisco, Cal.		
Valparaiso, Chile	4,560	5,251
Via Panama Canal.		
Wellington, New Zealand	8,778	10,108
Via Panama Canal and Tahiti.		
Yokohama, Japan	10,023	11,500
Via Panama Canal and Honolulu.		

This Map was compiled for The Baltimore Book, issued by Wilbur F. Coyle, City Librarian.

BALTIMORE AND THE PANAMA CANAL.

The Panama Canal will have a tremendous influence upon Baltimore.

Why?

Almost every page of this book contributes to the answer.

Baltimore, to begin with, is on an almost direct line with the west coast of South America, and is nearer the Canal than any other of the large cities of the Atlantic Coast.

These important facts are very comprehensively shown on the accompanying map.

With that rugged barrier, the Isthmus of Panama, no longer barring the way, the great west coast opens up untold and incalculable opportunities for commerce.

But why Baltimore?

Because trade, like almost everything, follows the course of least resistance. It traverses natural lanes if it can, and the thing that makes a lane natural or unnatural is largely geographical position.

Baltimore's position is splendid.

Because of this, one cannot evade the conclusion that the Canal will have a tremendous influence upon this City, and that the beneficial effect will be communicated to the new field opened up—that vast territory which is just now put in direct touch with Baltimore. In other words, there will be reciprocity.

South American trade will come to Baltimore and be carried through Baltimore, because it will benefit those who take advantage of the opportunity the City offers. Baltimore does not expect people to bring their business here for its enrichment. The point is, they benefit and enrich themselves by so doing.

Look at the situation.

The Baltimore Book is laden with facts that bear out the assumption that Baltimore is a natural trade route from Panama and is destined to become a great distributing depot for transcanal trade. Lower freight rates than enjoyed by any other city of the Atlantic Coast (as shown on pages 76, 77, 78, 79 and 80 of this book) will draw merchandise here from an extensive area of the United States, and just here an important combination is effected.

Low freight rates, a shorter land and sea distance. Hence the natural lane—the course of least resistance. No obstacles in the guise of excessive rates to or from the western and northwestern sections of the United States, and a short voyage to the Canal.

Isn't that an advantageous combination?

But there are many other considerations, all arguments in favor of Baltimore.

Its splendid harbor. Covered wharves, from which ships lying in deep water alongside may be loaded; devices for the rapid handling of bulk cargoes, including coal.

Three great trunk line railway systems connect Baltimore with the rich mining and agricultural regions of the West. Baltimore lies nearer these regions, let it be repeated, than any other large city of the Atlantic Coast.

Then there will be always return cargoes for ships—a most important consideration.

The vessel that comes here with the forest products of the North Pacific Coast, fruits or vegetables from California, bulk commodities from Central or South America, will go forth again freighted with coal, manufactured products of iron and steel, machinery, paints and mixed merchandise, for Baltimore is very near the producing regions of these commodities.

Central and South American countries require railroad equipment. Their agricultural and industrial development depends upon such. These countries want machinery of all sorts, clothing, hats, etc., and Baltimore stands ready to supply such needs, for it is in the manufacture of these articles that it now occupies a commanding position.

Truly, there is no need for apprehension concerning return cargoes.

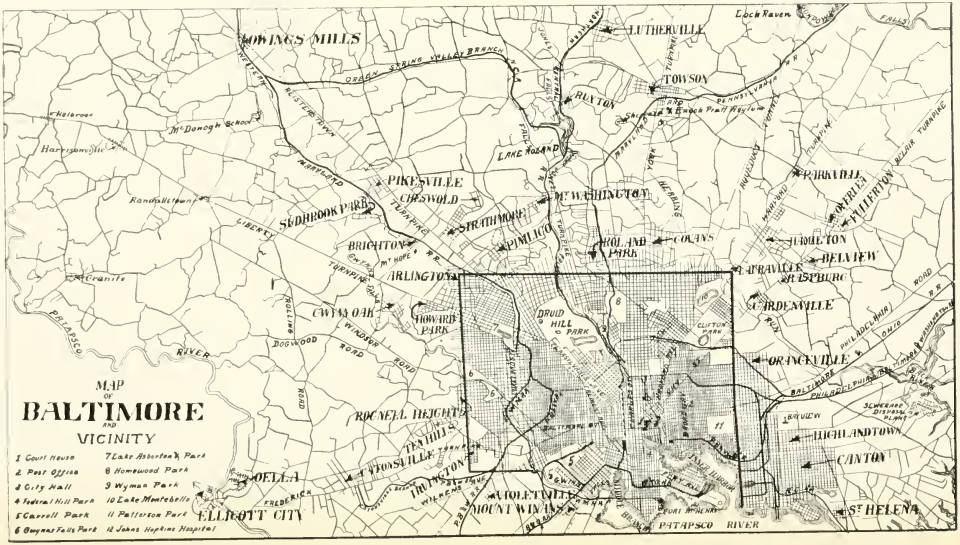
With great railroad piers, open and covered; with storage warehouses; with a great Municipal pier system, which is being extended; with shorter rail haul to Northern and Western cities and manufacturing districts than is enjoyed by other Atlantic ports; with the activities of the City Administration earnestly employed in the development of these facilities; with these and the multiplicity of other advantages set forth in The Baltimore Book, who can successfully dispute that the Canal will have a tremendous influence upon the future of this City?

THE BALTIMORE BOOK

A RESUMÉ OF THE COMMERCIAL, INDUSTRIAL AND FINANCIAL RESOURCES, MUNICIPAL ACTIVITIES AND GENERAL DEVELOPMENT OF THE CITY OF BALTIMORE

Published by
THE MUNICIPALITY

Issued at the Instance of
HON. JAMES H. PRESTON, Mayor
by
WILBUR F. COYLE, City Librarian


MAP
OF
BALTIMORE
AND
VICINITY
1 Court House
2 Post Office
3 City Hall
4 Federal Hill Park
5 Carroll Park
6 Guyman Falls Park
7 Lake Roseton Park
8 Homewood Park
9 Wyman Park
10 Lake Montebello
11 Patterson Park
12 Johns Hopkins Hospital
LOBINGS MILLS
LUTHERVILLE
TOWSON
HUNTON
LAKE ROLAND
PIKESVILLE
CRESWOLD
MT WASHINGTON
SEDBROOK PARK
BRIGHTON
ARLINGTON
CWM OAK
HOWARD PARK
DRUID HILL PARK
ROLAND PARK
COVANS
HAMILTON
BELVIEW
GUILFORD
ORANGEVILLE
HIGHLANDTOWN
CANTON
ROGNELL HEIGHTS
TEXHILL
TOWSONVILLE
THRUSTON
VIOLETTVILLE
MOUNT WINANS
ELLICOTT CITY
OELLA
ST HELENA
PATAPSCO RIVER
Loch Raven
Harrisons Mill
McDonogh School
Randallstown
Granite
Bogwood Road
Windsor Road
Frederick Road
Baltimore Pike
Philadelphia Road
Belair Road
York Road
Green Spring Valley Branch
Western Run
Gunpowder Falls
Patapsco River

BALTIMORE IN 1752

1904—February 7, 8, fire swept over 140 acres, destroying 86 blocks of buildings in the business center of Baltimore; loss $125,000,000. This picture is a partial view of the ruins

1911—This comparative picture includes the burned section above. It shows the marvelous rehabilitation of the burned district and bears testimony to the pluck and energy of Baltimoreans, who courteously declined outside aid after the great disaster

EXPLANATORY

THIS book is written in response to the demand for accurate information concerning Baltimore, its resources, its general development, and its municipal activities.

The Baltimore Book is published by the Municipality. It has no private purpose to serve. It deals primarily with the Baltimore of TODAY.

Baltimore reveres her traditions, is proud of her history glories in her honored past, but Baltimore, rich in all these priceless blessings, has been very practical and has given much thought, much aggressive energy, to the solution of the material problems that confront her as an important member of the Great Family of American Municipalities.

What Baltimore is and what Baltimore is doing are herein presented as eloquent and convincing facts. The case is rested without argument.

The development of Baltimore along industrial, commercial, governmental, financial and all civic lines, during recent years, has been extraordinary. Imagination plays no part in that statement.

Baltimore, as far as the memory of man runneth, has always been big. It started with all the natural prerequisites of a great city. But Baltimore is not only big. It is bigger than ever; not only bigger, but better. This is not a vain boast. A few cities are bigger than Baltimore; find a better one. Baltimore has been bountifully endowed by nature, and nature is being assisted by those most skilled in civic development. The following pages will tell how. That is the STORY.

CITY HALL

CITY GOVERNMENT OF BALTIMORE
WHAT IT IS DOING

A résumé of great projects under way: The $23,000,000 Sewerage System; Repaving the City; Civic Centre; Colossal Municipal Docks; Factory Site Commission; Splendid Parks; Sanitary Regulations; Health, Fire and Police Departments; Public Schools; Free Baths, etc.

THE Municipal Government of Baltimore is alert, creative and constructive. It is not sufficient to say that the administration is in sympathy with the great forward movement in this City. It is an inspiring part of the movement. Loyally supported and encouraged by citizens in all walks of life, it is engaged in a systematic scheme of modernization and beautification, and is pursuing a masterful constructive policy. It is a policy that does not balk at obstacles. An obstacle is something to be overcome; that's all.

Since 1904, when the heart of Baltimore was burned out, when smoldering ashes and hideous debris stretched over 140 acres, Baltimore has been building, and building big. The great disaster was turned into opportunity. The loss, approximately $125,000,000, was a staggering blow. No effort is made to minimize this fact, but it was a blow that awoke the fighting spirit. It was not a knockout.

At this crisis, what did the City Government do?

BALTIMORE'S $3,000,000 COURTHOUSE
Its mural decorations are among the finest works of art in American public buildings

It refused all outside aid; declined it courteously and with grateful thanks, for stricken Baltimore was very grateful. It wasn't false pride that impelled Robert M. McLane, then Mayor, to take this stand. He voiced the sentiment of the community when he notified the world that Baltimore would take care of its own, and would rebuild through its own effort. Before he could get this on the wires $60,000 had actually been received, and "draw on us" telegrams brought the amount up to $200,000. Every cent went back, but the generous sentiment which prompted the givers will always be treasured. The whole world seemed eager to hasten to the aid of Baltimore. Hundreds of sympathetic messages were received.

The City had just sold its interest in the Western Maryland Railroad for $8,751,000. Upward of $4,500,000 of this fund was immediately used for public improvements and the rehabilitation of the burned area.

A Burnt District Commission was created. It widened streets; it reduced grades. Baltimoreans built; they built wisely and built well. Old picturesque Baltimore had been partly wiped out by the fire, but before the flames were extinguished at one end of the destroyed district a new Baltimore was springing up at the other. Those who saw the City in the throes of devastation wonder at the metamorphosis presented today. It is simply marvelous. Following the work of the Burnt District Commission other millions were spent according to a definite plan of City development. So much for the past.

What is the City Government doing today?

It is building the finest sanitary Sewerage system in the world, and will expend about $23,000,000 for this purpose. The system is almost completed.

It has spent $6,161,000 on its magnificent Municipal docks, and has available $5,000,000 more for the enlargement of the system, which includes a recreation pier.

POSTOFFICE
Calvert Street (Monument Square) side

It is constructing a broad street (Key Highway) paralleling the south side of the harbor for several miles.

It is grappling the paving problem, and a Commission is now engaged in a general repaving plan for the entire City. The Commission has a working capital of $5,000,000. This will be increased by means of the paving tax to $10,000,000.

To date 54 miles have been repaved and 10 miles are under contract. The highways are being improved under a general plan, and it is the aim of the administration to make Baltimore second to none in this particular branch of civic development. The latest standard specifications are followed and four standard pavements, namely, Granite Block, Vitrified Block, Sheet Asphalt and Wood Block, are being used.

Aside from the above-mentioned $10,000,000, an additional $4,500,000 are being spent on street improvement in the "Annex" (northern and western extremities).

Forty-seven miles (based upon a width of 30 feet between curbs) have been paved in this particular section since 1906. These streets, with those within the older parts of the City repaved in accordance with the general plan of 1910 referred to, total 101 miles paved or repaved within recent years.

And the work is still being pushed forward with great energy.

There is pending a loan of $1,000,000 for the construction and improvement of Police Department buildings.

For the enlargement of Baltimore's water supply, $5,000,000 is available.

A high-pressure water pipe line through the business section was completed in 1912 at a cost of $1,000,000. This is a very important addition to Baltimore's fire-fighting equipment, and materially reduces the cost of fire insurance.

U. S. CUSTOM HOUSE

The sum of $340,000 was expended in 1911 for additional apparatus and buildings for the Fire Department, exclusive of the sum appropriated annually for its maintenance.

By means of an electric conduit system, overhead telephone, telegraph and electric wires have been placed underground; $3,000,000 have been spent for this purpose and $2,000,000 more are available for a continuation of the work.

There are hundreds of other things which the City Government is doing. In matters of municipal routine it is kept right to the notch. Departments are "keyed up" as are those of great private enterprises, and the whole organization is working in systematic harmony. Baltimore is not only enjoying a business administration, but a progressive business administration.

The following pages will describe concisely some of the projects in which it is engaged.

Boat Lake—Druid Hill Park

AN AUTOMOBILE TRIP THROUGH BALTIMORE'S SANITARY SEWERS

This picture conveys an idea of the magnitude of the great drains Baltimore is now building. The system will be the finest in the world

A GREAT SEWERAGE SYSTEM

Baltimore will spend $23,000,000 on its Sewerage System. The work was begun in 1905 and will be completed by 1916. Sections in various parts of the City are already in operation, and when it is entirely finished the City will have the most modern plant in the world. The system represents the most advanced ideas in the solution of this great Municipal problem.

It is impossible to realize the magnitude of the work or the diversified engineering problems that are being solved every day unless one takes the time to visit in person some of the construction work being carried on in various parts of the City. The work is most interesting because of its complications.

The requirement of the Legislative Act, that all sewage must be purified before being discharged, made it necessary to keep the storm-water separate from the sanitary sewage, allowing the former to discharge through its own system of drains into the nearest natural outlet. The sanitary sewage is carried to the disposal plant and purified. The sewage, by bacterial treatment, becomes 95 per cent. pure.

Two-thirds of the sanitary sewage of the City will flow by gravity to the disposal plant on Back River, about six miles from Baltimore. The other third will be pumped through huge iron force-mains to the outfall sewer, an elevation of 72 feet, from which point it also will flow by gravity to the disposal plant. The pumping station building is now completed and equipped with three engines, each having a pumping capacity of 27,500,000 gallons a day. The station will house five of these enormous pumps, the additional two to be installed later.

The difficulties of the work are doubled because of the necessity of constructing two systems of sewers—sanitary and storm-water—which cross and recross each other in thousands of places. In some cases two large sewers of the different systems come together on the same level, which requires the

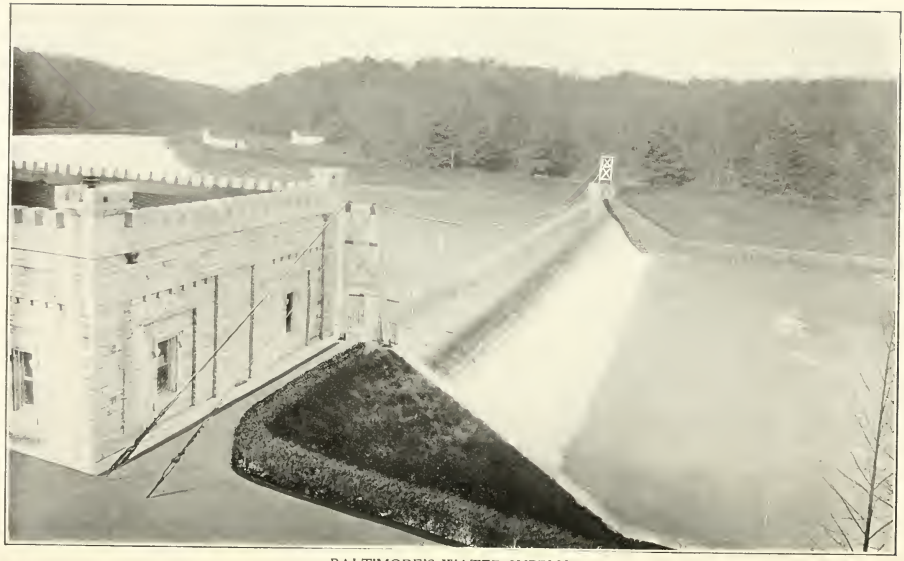
SEWERAGE SYSTEM DISPOSAL PLANT, BACK RIVER

Disposal of sewage is a great municipal problem. At this plant, by bacterial treatment, the sewage becomes more than 95 per cent. pure
The great tanks shown cover many acres

siphoning of one beneath the other. In one instance this resulted in the construction of one of the largest siphons in the world.

The purified sewage, discharged from the disposal plant, in flowing to its outlet operates turbines. These run dynamos, which produce current for lighting the plant at practically no cost.

Baltimore's Water Supply—Mt. Royal Pumping Station



BALTIMORE'S WATER SUPPLY
The Big Dam at Loch Raven, Gunpowder River

BALTIMORE'S WATER SUPPLY

The City of Baltimore has about $15,000,000 invested in its water works system, and an additional $5,000,000 was recently voted for an impounding and storage reservoir and filtration works, with the necessary connecting conduits and tunnels. Many of these are now in course of construction, and it is hoped that the entire work will be completed during the year 1915.

Upon the completion of the new plant, the entire supply of the City will be taken from the Gunpowder River, which has an average daily flow of 270,000,000 gallons. The Jones Falls watershed which is used at the present time to supply part of the City's water, will be abandoned, although it will be possible to use the water from this source in case of an emergency.

When the improvements, which are now well under way, are completed, Baltimore will have one of the finest water supplies of any city in the United States. A new impounding reservoir will not only give an ample supply, but a filtration plant will purify this water so that in quality it will equal that of any city in the world.

The impounding reservoir, now being built at Loch Raven, on the Gunpowder River, will have a capacity of about 2,000,000,000 gallons. The impounding reservoir on the Jones Falls Supply, known as Lake Roland, has a capacity of 400,000,000 gallons.

There are seven storage reservoirs, most of them within the City limits, with a total storage capacity of 1,488,875,000 gallons. There are also two standpipes, each with a capacity of 300,000 gallons. The Water Department's income is derived from water rents.

FIFTH MARYLAND REGIMENT ARMORY—EXTERIOR VIEW

Baltimore's great convention hall. This is the home of the "Dandy Fifth." The building cost $450,000 and is 360 x 290 feet. It has an unobstructed drill space 200 x 300 feet. The great hall was designed to accommodate large conventions, as well as for military purposes

CIVIC CENTER — JONES FALLS AND KEY HIGHWAYS

THOSE charged with the administration of the City Government have given much thought to the future. What is done is done on a large scale. Every succeeding day finds the City a bigger, better, busier Baltimore, and improvements are made with a comprehensive idea of the demands of the future. They are, as nearly as human calculation can make them, for all time.

The development now going on is in accordance with a preconceived plan of city building. Certain details are in charge of a Commission on City Plan. One of the most important features in the City betterment plan was the recent covering of the stream (Jones Falls) which formerly flowed in an open channel through the center of the City. The flow is now through three concrete tubes, consisting in part of the largest drainage tunnel in the world.

The top of these conduits and tunnel is now a highway of a minimum width of 75 feet. This drive will provide a direct highway on an easy grade running diagonally across the City from the docks to the railroad terminals. This great improvement is a part of an elaborate and connected scheme of future development, the main feature of which is a Civic Center to the east of the City Hall. To the west, forming a part of the general plan, are the Postoffice and Baltimore's three-million-dollar Courthouse.

Another project of importance in which the City is now engaged is the construction of Key Highway, a wide thoroughfare extending from Light street, along or very near the waterfront, to Fort McHenry—a distance of several miles.

FIFTH MARYLAND REGIMENT ARMORY—INTERIOR VIEW
Showing running and 100 yard dash tracks

This highway, named for Francis Scott Key, author of "The Star-Spangled Banner," will open up a splendid avenue of approach to the southern side of Baltimore's extensive harbor. A system of railroad tracks and switches, which are to be installed, will place all plants, piers, etc., in direct touch with railroad systems.

The Vista—Druid Hill Park

ONE OF BALTIMORE'S GREAT MUNICIPAL DOCKS
Baltimore is spending over $11,000,000 on City owned piers

BALTIMORE'S MUNICIPAL DOCKS

The Municipal docks of Baltimore are not mere ornaments. They are not solely colossal specimens of engineering skill. They are for use. When the City put acres of land under water and spent its millions, its object was, and is, to provide the best maritime terminals that could be built. These docks may be leased by any responsible parties for 36 cents a square foot per year. Those who have not seen the great marine stations have little idea of their magnitude, and it is important to remember that they are not a private monopoly, and are not controlled by private parties to selfish ends. The City of Baltimore OWNS them and throws them open to the commerce of the world. Those who would enter the shipping business here have the first and most vexatious problem, namely, terminal facilities, solved in advance. Magnificent docks are available.

Prior to the fire of 1904 the City owned little wharf property of importance. The fire made it possible to acquire all of the burned district fronting on the harbor (about 4,000 lineal feet). The City purchased the property, removed all buildings, streets, etc., and laid out a system of public wharves and docks along Pratt street. These are situated in the upper harbor and are intended for the coastwise and bay trade. The transatlantic steamers, at present, find ample accommodations at the railroad piers in the lower harbor.

Pier 4, at the foot of Market Place, is 150 feet wide. Along Market Place the City has erected three handsome, commodious buildings, a retail market, a fish market, a wholesale market, all within a stone's throw of Pier 4, which is set apart for the use of the market boats.

A two-story recreation pier at the foot of Broadway was completed early in 1914. The lower floor of this structure is to be used for commercial purposes; the upper section for a recreation center.

AN ATLANTIC COAST STEAMSHIP LEAVING ONE OF THE MUNICIPAL PIERS

Baltimore's domestic commerce is extensive and a large portion is carried in commodious steamships

MUNICIPAL FACTORY SITE COMMISSION

THE City Government has a specially organized department that handles all industrial problems. It is a public agency created for the purpose of promoting any movement that has for its end the development or enlargement of Baltimore's industrial activities.

It is a department of the City Government; supported by the City Government. There are no charges, costs nor fees connected with its work.

Any service performed by the department or any information given by the department is absolutely free of any financial burden to the person who seeks its aid or takes advantage of its co-operation.

If you want to know anything about the business possibilities of Baltimore; if you want to get in touch with the City's financial interests; if you want to know what factory sites are in the market; in fact, if you want to know anything at all about any phase of the industrial affairs of the City or any of the problems incident thereto—communicate with the Municipal Factory Site Commission, City Hall.

You will find it ready to give help in any particular or in any direction whatsoever.

The Commission is organized on a basis that puts it in touch with all the different business interests in Baltimore.

It is composed of a member of the Chamber of Commerce; a member of the Merchants and Manufacturers' Association; a member of the Travelers and Merchants' Association; a member of the Old Town Merchants and Manufacturers' Association; a member of the Federation of Labor; a member of the Builders' Exchange; a member of the Real Estate Exchange; a representative of the Pennsylvania Railroad; a

BIRD'S-EYE VIEW OF BALTIMORE HARBOR

Showing water frontage for terminal development and industrial opportunities

representative of the Baltimore and Ohio Railroad; a representative of the Western Maryland Railroad.

The Commission has a finely-developed system under which a wide range of factory sites is listed. Real estate dealers, as well as prospective manufacturers, are constantly referring to the Commission's list whenever they have inquiries for industrial property.

The City itself controls about one hundred and seventy acres of waterfront territory with direct railroad connections.

The Commission is in touch with a combination of magnificent buildings which have been converted into "beehive industrial colonies." All of the most modern appliances, power and other manufacturing advantages are readily available on attractive terms. These buildings are situated near the junction of two railroads.

The Factory Site Commission will put anyone in touch with any of the above propositions.

MUNICIPAL JOURNAL

The City is issuing a semi-monthly publication known as the MUNICIPAL JOURNAL. It is devoted to the exploitation of facts about the operations of the City Government, and through this agency the public, both at home and abroad, is kept in intimate touch with all the plans and achievements of the Municipal Government. It is also provided with frequent reports of all moneys collected and how the same is being spent. It is conducted in a manner intended to familiarize Baltimoreans with all the most important data about their City. Its columns are filled with exceedingly instructive matter which never finds its way into the columns of any other publication. It lays before its readers things that are planned to be done, as well as things that have actually been done, and has established itself as an institution of practical value to the community, and the community is giving it cordial support.

HANDSOME PORTICO OF THE CITY HALL IN SUMMER DRESS

A permanent botanical display which is very pleasing to the eye and decidedly unique

GOVERNMENT OF BALTIMORE

The government of Baltimore is vested in the Mayor and City Council, the corporate entity.

The Mayor, the Comptroller and City Council are elected by the people for a term of four years; so is also the President of the Second Branch City Council, who acts in the Mayor's stead when the latter is absent and who succeeds to the Mayoralty in event of a vacancy during an unexpired term. The Mayor appoints all heads of departments, boards, commissions, etc., subject to confirmation by the Second Branch.

Baltimore is divided into 24 wards and four councilmanic districts. Each district is composed of six wards. Each ward has a representative in the First Branch and each district has two in the Second Branch. Including the President, there are nine members of the latter body.

The Board of Estimates, composed of the Mayor, President of the Second Branch City Council, Comptroller, City Solicitor and City Engineer, is a co-ordinate body and passes on many measures in conjunction with the City Council, particularly those that relate to finances, granting of franchises and such.

All contracts are let by the Board of Awards, the personnel of which is the same as the Board of Estimates, with the exception that the City Register takes the place of the City Engineer.

Harbor, North Side

SCENES IN DRUID HILL PARK

Madison Ave. Entrance Columbus Monument and Lake Drive Boat Lake

PARKS OF BALTIMORE

BALTIMORE has a splendid system of parks. These are one of the features of the City. The reservations are, or will be, all connected; that is, they may be reached one from the other by especially constructed boulevards, the whole system being generally referred to as "Baltimore's chain of parks."

The City for years has been blessed with an abundance of park area, but very recently large sections of the suburbs, north and west, were acquired, which added many acres of beautiful and picturesque territory. In making these purchases Baltimore looked far into the future.

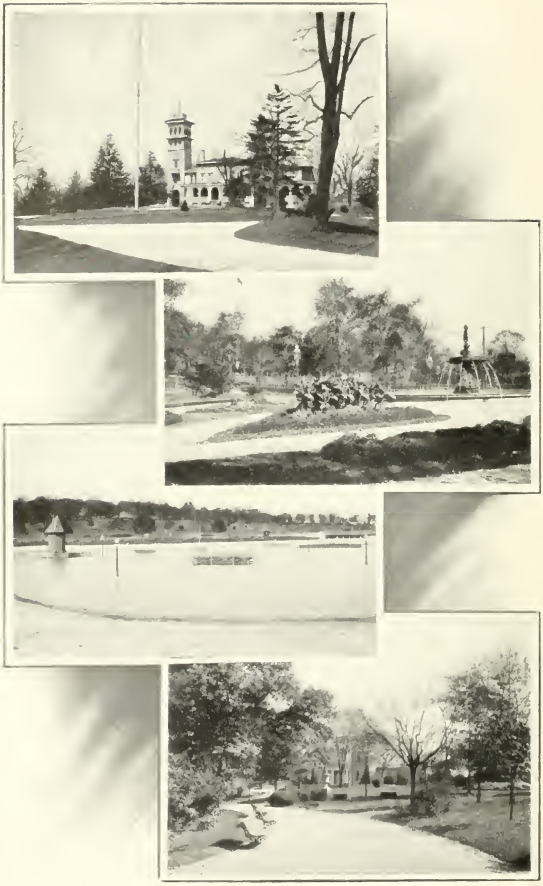
The topography of the country in some instances is almost mountainous, with beautiful streams winding in and out, the scene retaining much of its natural environment.

Druid Hill is Baltimore's largest park. It is famous, for among the parks of the country it is unequaled in natural beauty. It was purchased in 1860, and has an area of nearly 700 acres.

The rugged scenery of Gwynn's Falls Park, through which flows the stream Gwynn's Falls, at times rushing like a torrent, arises to challenge Druid Hill's claim to pre-eminent beauty. Here nature's handiwork is sublime.

As has been stated, the scheme of park development embraces, as one of its important features, broad boulevards, which represent the most advanced ideas and skill in highway construction.

The parks play an important part in City life, and in their administration and management are kept "abreast of the times." Many have swimming pools, which are enjoyed by thousands, and from which graduate each year scores of youthful expert swimmers. There are playgrounds for the tots, and these



SCENES IN BALTIMORE'S MAGNIFICENT PARKS

The Old Johns Hopkins Mansion, Clifton Park
Swimming Pool in Patterson Park
View in Riverside Park
View in Carroll Park

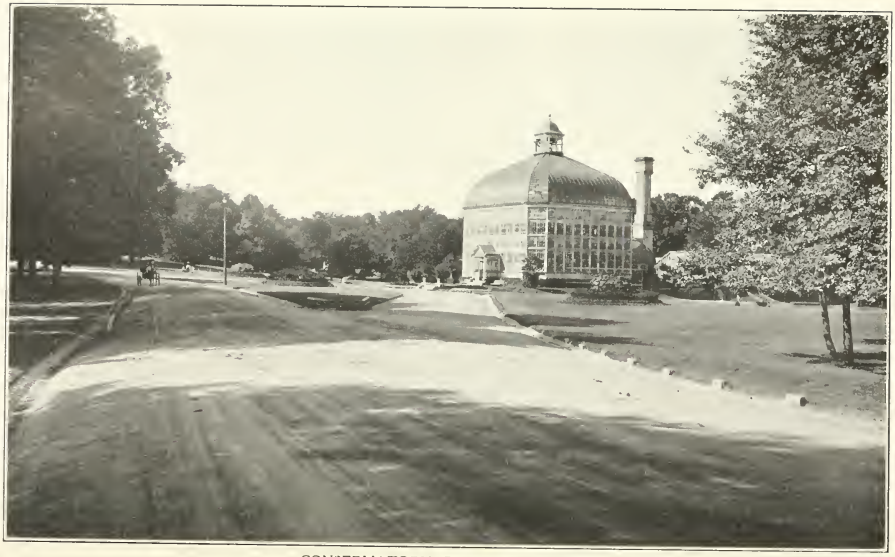
especial reservations are under the direction of the Playground Association, which has professional instructors or teachers in attendance. All the parks are supplied with baseball grounds, tennis courts and other facilities for healthy sport.

The parks are not supported by direct taxation, but from the receipts of the street railways, 9 per cent. of the gross receipts being devoted to this purpose. The fund thus raised, which is increasing yearly at the rate of 6 per cent., can not be diverted from the parks.

This amounts to approximately $500,000 annually, which, with other sources of revenue, brings the total available for park purposes to $510,000 as a yearly income, exclusive of any loan for park improvement and enlargement.

The parks and squares of Baltimore are as follows:

	Acquired.	Acreage.
Mt. Vernon Squares (2)	1815	1.4
Washington Place Squares (2)	1815	.9
Eastern City Spring Square	1818	1.3
Patterson Park	1827	128.44
Franklin Square	1839	2.3
Jackson Square	1844	.6
Union Square	1847	2.0
Broadway Squares (19)	1851	5.7
Ashland Square	1851	.01
Madison Square	1853	3.4
Eutaw Place Squares (9)	1853	5.6
Lafayette Square	1859	2.9
Druid Hill Park	1860	674.16
Park Place Squares (5)	1860	1.7
Riverside Park	1862	17.2
Fulton Avenue Squares (17)	1866	4.0
Harlem Park	1869	9.05
Wilkens Avenue Squares (7)	1870	1.6
Perkins Spring Square	1873	1.5
Mt. Royal Squares (7)	1874	2.0
Johnston Square	1877	2.5
Federal Hill Park	1879	8.2
Collington Square	1880	5.0
Liberty Triangle	1880	.02
Taney Place Squares (2)	1881	.8
Mt. Royal Terraces (3)	1884	2.0
Carroll Park	1890	176.74



CONSERVATORY—DRUID HILL PARK

PARKS—*Continued.*	Acquired.	Acreage.
Bolton Park (Mt. Royal Station)	1891	2.52
Frick Triangle	1892	.05
Brewer Square	1892	.39
Bo-Lin Square	1893	.23
Maple Place	1893	.07
Clifton Park	1895	267.26
Linden Avenue Triangle	1895	.01
Green Spring Avenue	1896	25.5
Callow Triangle	1898	.03
Gwynn's Falls Park	1902	389.9
Latrobe Park	1902	13.80
Swann Park	1902	11.31
Wyman Park	1903	198.39
Fifth Regiment Armory	1904	.25
City College Lot	1904	.14
Riggs Triangle	1905	.02
Venable Park	1907	60.81
Ashburton Park (including Reservoir)	1907	92.65
Herring Run Park	1908	164.61
Charles Street Boulevard	1908	2.28
Philadelphia Road Triangle	1910	1.0
Easterwood Park	1911	7.52
Mondawmin Squares	1911	.26
Total Park Acreage		2,300.02

Baltimore's Water Supply—Loch Raven Reservoir

NORTH BROADWAY

Baltimore has many streets which have been "parked" as here shown. People of moderate circumstances are enabled to live on just such a highway

BALTIMORE A HEALTHY CITY

BALTIMORE is naturally an unusually healthy City, but nature has an ally in the form of a Department of Health, which for effective work and successful results is second to none. The Health Department of Baltimore is regarded as a model. It wages its warfare with thoroughly modern and scientific methods. "Nip in the bud" is its slogan. With the combination—nature, vigilance and science—enlisted on the side of health, pestilence and epidemic are unknown. This is all the more gratifying when it is recalled that Baltimore is an immigrant port. To fight against the importation of disease there are very strict regulations. The Quarantine Station, connected with the Health Department, is some distance from the City, and all incoming vessels are boarded and must be given a clean bill of health by a medical officer representing the Municipality before they are allowed to proceed.

Exceptional measures to combat tuberculosis are applied, and a corps of vigilant nurses is constantly working throughout the City with this object in view. These efforts have been crowned with the most gratifying results. In fact, the State, City and private organizations are rendering splendid service in the prevention of tuberculosis. There is in operation a Municipal hospital (Sydenham) for the treatment of infectious diseases. Exceptionally effective laws are enforced in the interest of sanitation. Inspectors pass upon edibles offered for sale to determine whether they are fit for consumption. If not, they are destroyed summarily. There is also a regulation which prescribes the quality of milk that may be sold, and inspectors with facilities for making tests are constantly at work.

A department for the treatment of rabies or hydrophobia is connected with one of the hospitals. Nearly all cases of this dread malady brought to this hospital are successfully treated.

THE JOHNS HOPKINS HOSPITAL
Baltimore's world-famous medical institution

BALTIMORE HOSPITALS

The hospitals of Baltimore are by no means the least of its features. The City, to the contrary, has delevoped into a mecca to which persons requiring the most scientific treatment come in search of cure, and thousands from afar are entered as patients yearly. Some of the most distinguished men and women of the country have come to Baltimore in search of health, and have gone away singing praises of Baltimore hospitals. The City is very proud of its development and equipment in this respect, for to be a leader in the world's work for humanity is a very enviable reputation to enjoy.

The great Johns Hopkins Hospital is a Baltimore institution. It is known all over civilization and has an unexcelled record of accomplishment. This establishment has many departments, one of the most recent of which is The Henry Phipps Psychiatric Clinic; for the erection and endowment of the building Mr. Henry Phipps donated nearly one million dollars. The purpose of this clinic is primarily for the study of nervous and mental diseases and affords exceptional opportunities for scientific treatment of these cases. Its laboratories are equipped with every modern appliance known to medical science.

As stated elsewhere, Baltimore makes especial effort to combat tuberculosis, and several large State and City sanatoriums are devoted to this purpose; while Sydenham Hospital, supported by the City and under the direction of the Commissioner of Health, treats infectious diseases exclusively.

Some of the other leading hospitals are:

Presbyterian Eye and Ear Infirmary,
Maryland General Hospital,
St. Luke's Hospital,
Franklin Square Hospital,
Church Home and Infirmary,
Mercy Hospital,
Hebrew Hospital,
University of Maryland Hospital,
Union Protestant Infirmary,
United States Marine Hospital,
Quarantine Hospital,
St. Joseph's Hospital.

BALTIMORE'S PUBLIC BATHS

A Typical Bathhouse

The largest artificial Swimming Pool in the United States
Patterson Park

BALTIMORE PUBLIC BATHS

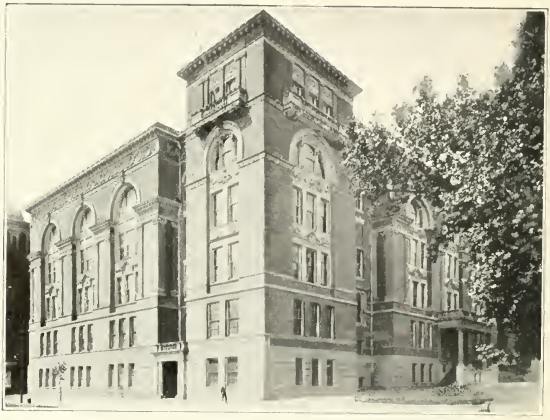
The Public Baths of Baltimore represent one of the chief agencies in the City for the promotion of health and cleanliness. The system provides for cleansing baths, which are open all the year round in congested City districts, and recreative swimming pools, open during the summer.

There are six indoor cleansing baths, which contain 225 cabins and accommodate 650,000 patrons annually, erected at a cost of $200,000.

There are also five recreative swimming baths in parks and on the riverfront, which have 250,000 patrons annually. Four portable baths (which scheme originated in Baltimore) are small houses carried from one street corner to another in crowded sections. They afford hot and cold water shower baths to over 75,000 persons yearly.

Two recreative centers in public parks are also equipped with shower and swimming baths. The one at Patterson Park has the largest artificial swimming pool in the United States. The annual cost to the City for maintenance of the entire Public Bath System is about $40,000.

Historic Fort McHenry



BALTIMORE CITY COLLEGE

EASTERN FEMALE HIGH SCHOOL

PUBLIC SCHOOLS

In providing educational facilities for children, most liberal provision is made, and a compulsory educational law is strictly enforced. The schools are of exceptionally high standard. There are kindergartens for the very young. Night schools for those who have advanced in years, but not correspondingly in scholastic attainment. A summer vacation school and a vocational school are a part of the system. The course of public school training terminates with graduation from the City College, Polytechnic Institute or the Girls' High Schools.

Teachers entering the educational service are not only required to be proficient along general lines, but they must take a two-year course of training in the Teachers' Training School.

There were 84,000 pupils and 2,064 teachers during the last scholastic year. There are 144 schools of all kinds.

Lake Montebello—Water Supply

TYPE OF BALTIMORE'S FIRE APPARATUS

The City's department is modern in every particular and of the highest efficiency

FIRE DEPARTMENT

Baltimore's Fire Department has been officially declared by experts to be one of the most thorough in the United States. It has all known mechanical devices for fighting fires.

The high-pressure pipe line, which has been extended over an area of 170 acres in the business district (completed 1912), is the latest device and the most modern auxiliary of the fire-fighting establishment of the City.

The pipe line system consists of three powerful pumps, which force water through large pipes at tremendous pressure. These pipes are, of course, all underground, but are tapped at intervals of 170 feet and connected with hydrants that bring the water to the surface. The hydrants, which are depressed below the sidewalk and protected by covers that can be easily removed, are systematically placed through the "down-town" district. There are at present 226 hydrants, and the number will be increased as the system is extended. Water, under great pressure, may be thrown in or against a building by means of various nozzle devices connected directly to the hydrants or with hose especially adapted to pipe line service.

Baltimore has spent $1,000,000 on its pipe line. Insurance rates in the area protected by the service have been greatly reduced.

The personnel of the Fire Department is of the highest type. Recruits must pass an examination, mental and physical, before entering, and the training which they subsequently receive makes them exceptionally fit for their exacting duties.

The department consists of 40 engine companies, 18 hook and ladders, two fire boats, two water towers, two automobile hose companies, automobiles for the chief, deputy and district chiefs. The force numbers 860 men. Automobile tractors are replacing horses at the rate of ten tractors a year.

An exclusive feature in connection with the signal system is a portable telephone which may be connected to the fire alarm boxes in the high pressure zone to establish communication with headquarters. Each company carries one of these portable telephones.

BUSY BALTIMORE STREET
East from Charles Street

POLICE DEPARTMENT

The Police Department of Baltimore consists of 1,129 persons, all told, from Commissioners down. The department, though supported by the City of Baltimore, is under the direction of a board appointed by the Governor of the State.

The department is splendidly disciplined, and its administration is along thoroughly modern lines. There are "traffic officers" stationed at all points where traffic is congested. Their duty is to "keep things moving." These officers have large powers. They may summarily arrest any who show a disposition not to obey to the letter the very exacting traffic laws. The officer keeps vehicles and cars "on the move" or stops them by whistle signals. In this way the problem is solved to the best advantage. The immovable "jam" that formerly occurred on down-town streets is now absent. Cars, great motor vans, automobiles and the collection of miscellaneous vehicles that crowd the thoroughfares pass along without confusion and unnecessary delay.

Aside from the traffic squad and main body of the force, there are mounted police, motorcycle men and automobile patrol wagons; a harbor patrol, which uses a steamer and a gasoline launch.

Police headquarters are at the Courthouse. Here the Police Board, the Marshal and the detectives are located.

Fort McHenry

LOCUST POINT

Showing a portion of Baltimore's splendid terminal facilities—railroad and shipping

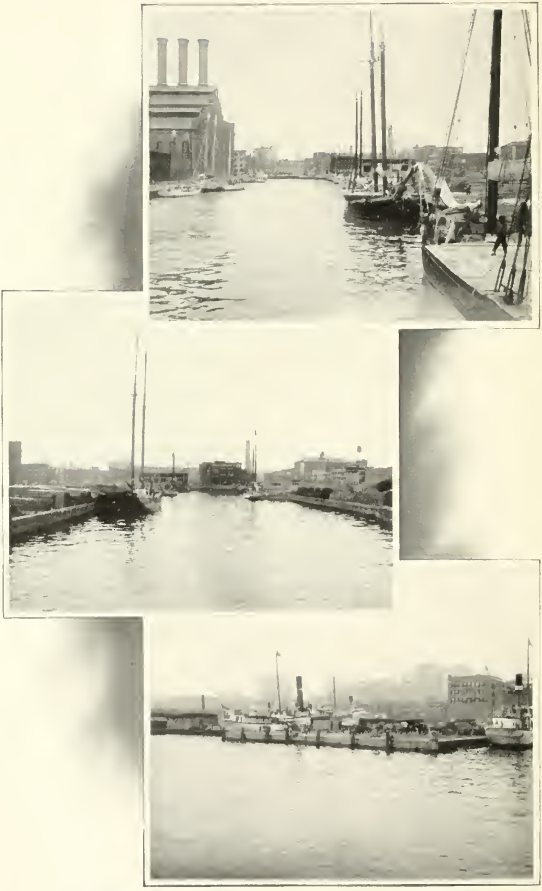
BALTIMORE'S WIRES UNDERGROUND

In maintaining its own electrical conduit system, Baltimore stands unique as being the first American City of importance to provide underground accommodation for wires and cables transmitting all classes of electrical energy.

The entire central portion of the City is served by the Municipal system, and the work of laying extensions to the more remote sections is progressing rapidly. Three million dollars have already been invested in the plan, and during the fall of 1912 the people of the City approved an additional loan of $2,000,000 to be expended in a continuation of the work.

By virtue of certain Legislative enactment, it is made mandatory on the part of wire-operating corporations and individuals to remove, upon notice of the completion of the system in various given districts, their poles and overhead wires and, in substitution therefor, to install cables in the conduits. The electric light and power, telephone and telegraph companies, realizing the advantages to be derived in the way of greater protection and more facile access to their equipment, heartily co-operate with the City authorities in the prosecution of the work. Furthermore, the Municipal ownership of the system insures a uniform and reasonable rate of rental for the underground space thus provided.

Patapsco River—Quarantine



SECTION OF BALTIMORE'S $11,000,000 DOCK SYSTEM
Chesapeake Bay Market Boats Lumber Pier Steamships unloading fruits

(Industrial Section)

INDUSTRIAL ADVANTAGES OF BALTIMORE

A MANUFACTURER must have facilities for assembling raw material at his plant. He must have facilities for getting a finished product on the market, and he must have a MARKET.

Baltimore furnishes these accessories.

First—The City has splendid railroad service in all directions. It offers transportation facilities by water that are unexcelled. It is a great seaport, foreign and coastwise. It also utilizes the great Chesapeake Bay and its numerous tributaries, thus connecting with scores of towns and landings, penetrating far into Maryland and Virginia.

Second—Baltimore is the natural feeder of its immediate vicinity in all directions. It has at home about 700,000 persons for whom it must provide; but it has another natural market —that tremendous area to the South and Southwest and West. This is Baltimore's undisputed sphere of industrial and commercial influence.

Third—No Chinese Wall, in the form of excessive freight rates, separates the manufacturer from his market. Baltimore enjoys lower rates than other cities, as the table of comparative rates, given elsewhere in this book, will show.

Fourth—The manufacturer in Baltimore is not harrassed by labor troubles.

Fifth—Manufacturing implements — machinery, apparatus, mechanical tools actually employed in the manufacture of articles of commerce—are not taxed in Baltimore for City purposes.

Sixth—Insurance rates on manufacturing and mercantile establishments in Baltimore are lower relatively than in other cities.

Seventh—Power, fuel and light are cheap. Wheels turn more economically in Baltimore than anywhere else.

Great warehouses of this character are one of the principal features of Baltimore's railroad terminal facilities

Grain Elevator and Freight Sheds

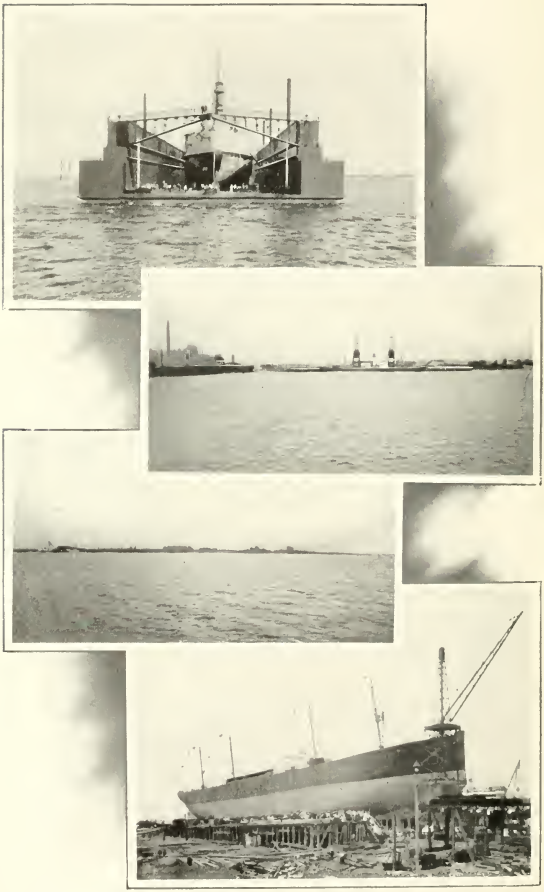
BALTIMORE'S TRADE AND INDUSTRIAL ORGANIZATIONS

The business associations of Baltimore, particularly the large central bodies, are important elements in the City's commercial and industrial life. There are a number of such organizations and they exert a tremendous influence. Though they have their respective spheres, they are bound by ties of business and social relationship. By cohesive action and unity of purpose they have time and again made their influence felt to the mutual benefit of the City and the thousands who maintain business relations with it. Through them the business interests of Baltimore operate upon an organized and systematized basis. The good effect is not merely local, for Baltimore is the great commercial and industrial headquarters of thousands of miles of territory.

Organization and combined force have not only helped those who trade in Baltimore, but are largely responsible for placing the City in the front rank of the great commercial centers of the country.

The usefulness of these associations is not confined to the avenues of trade. They have been aggressively active in the many successful projects for the proper civic development of Baltimore, and are vital forces in the City's welfare.

Fire Boat "Deluge"



SHIPBUILDING INDUSTRIES

Drydock Dewey Magnetic Cranes General View, Md. Steel Co.'s Plant
A Baltimore Built Ship

BALTIMORE'S GREAT INDUSTRIES

MANY ENTERPRISES FLOURISH IN THIS INDUSTRIAL DISTRICT

Baltimore leads in Canning and Preserving; Millions worth of Fertilizer shipped; the great Straw Hat Industry; foremost Clothing Manufacturing Centre; Copper Refining; large Cotton Duck Plants; Steel Rails; Shipbuilding Interests, etc.; cheap Light and Fuel; no Labor Troubles.

ACCORDING to the United States Census of 1910 there were, at that time, within the City limits of Baltimore (which is 31⅔ square miles in area) 2502 manufacturing establishments, comprising 123 specific industries, employing 9369 salaried employees and 71,444 wage-earners, who were paid annually $41,742,000. The annual value of their output was $186,978,000. The capital represented by these enterprises amounted to $164,437,000, not including the value of rented buildings. A reliable compilation during 1910 shows that the Baltimore industrial district (that area contiguous to and including the City of Baltimore) produced manufactured products to the value of $265,000,000 yearly. A later compilation made in 1914 shows that the manufactured products of this district had increased in value to $300,000,000. This makes Baltimore one of the foremost industrial centers of the United States.

BALTIMORE'S PICTURESQUE HARBOR

Chesapeake Bay Pungies Unloading tropical fruits Immigrants disembarking

LEADS IN CANNING AND PRESERVING

Baltimore ranks first among the cities of the United States in the canning and preserving industry, which employs thousands of workers. Its annual product is valued at millions of dollars.

MANUFACTURE OF CLOTHING

In the manufacture of clothing Baltimore occupies a leading position. United States Census of 1910 shows that the value of men's and women's clothing (including shirts, overalls, etc.) amounts annually to $41,000,000. These industries employ 24,000 persons. Most of this clothing is of the higher grades. There are 393 establishments in Baltimore, some of them the largest in the world.

SHIPS MOST FERTILIZER

More fertilizer is shipped from Baltimore than from the combined manufacturing plants of any other State. The value of fertilizer produced in Baltimore annually is $16,000,000.

THE GREAT STRAW HAT INDUSTRY

The straw hat industry is represented by establishments employing thousands of hands, producing millions of dollars' worth of goods yearly.

COPPER

The copper smelting and refining works and coppersmithing in Baltimore represent for plants an investment of $20,000,000. Baltimore has the largest copper refining plant in America.

Copper exported from Baltimore during the year ending October 31, 1913, amounted to 134,000 tons.

Baltimore's industrial activity extends to so many branches that it is impossible to discourse specifically upon all, but the following are some of the chief enterprises, in many of which

FAR-FAMED LIGHT STREET WHARF

Piers of this character extend for blocks along Light Street Wharf, which is one of the City's busiest thoroughfares

the City leads, and in all occupies a foremost position as a producer:

IRON AND STEEL
FERTILIZER
STRAW HATS
CLOTHING
CANDY
COPPER
CANS
FLAVORING EXTRACTS
SOAP
BOTTLE STOPPERS
SHOES
OYSTER INDUSTRY
COTTON DUCK
MEDICINES
GAS ENGINES
UMBRELLAS
STEEL RAILS

DRUGS, SPICES, TEAS, COFFEE ROASTING
CANVAS AND LEATHER BELTING
SLAUGHTERING AND MEAT PACKING
SASHES, DOORS, BLINDS, LUMBER
PRINTING AND PUBLISHING
FLOUR AND GRIST MILLS
BREAD AND BAKERIES
FURNITURE
CAR BUILDING

GAS RANGES, WATER HEATERS AND GAS METERS
GLASSWARE, BOTTLES AND WINDOW GLASS
STOVES, RANGES AND PLUMBERS' SUPPLIES
CANNING AND PRESERVING VEGETABLES
MACHINERY AND MACHINISTS' SUPPLIES
TOBACCO (CIGARS AND CIGARETTES)
SHIRTS, OVERALLS, ETC.

McCALL FERRY DAM ON SUSQUEHANNA RIVER

The electric current generated at this mammoth plant turns the industrial wheels at Baltimore, 40 miles away

ELECTRIC POWER FROM THE SUSQUEHANNA

THERE has been developed for Baltimore a tremendous source of electric energy. Across the Susquehanna River, at McCall Ferry, is the third longest dam in the world, exceeded only by the dams at Keokuk, Iowa, on the Mississippi River, and at Assouan, on the Nile. Behind this barrier, which is half a mile long, 55 feet high and 65 feet thick, the Susquehanna River forms a lake eight miles in length.

Their foundations resting on the bed rock of the river, the power-house and dam contain 300,000 cubic yards of concrete. The power-house provides space for ten units, with a total maximum capacity of 135,000 horse-power.

From McCall Ferry, in a straight line, the steel towers and the aluminum cables of the transmission line stretch to Baltimore, 40 miles away, where the harnessed river drives the wheels of the City's industries and lights the homes and streets.

Independent steam generating stations, storage batteries and an unexcelled distribution system assure adequate, efficient, never-failing service. Baltimore offers the manufacturer cheap electric power in abundance. The rates for electric power in Baltimore are the lowest on the Atlantic Seaboard.

The harnessed river furnishes the power necessary to propel the street cars of the extensive transit system of Baltimore and its suburbs. Power from the Susquehanna moves the trains in the Belt Line Tunnel of the Baltimore and Ohio Railroad, beneath the City of Baltimore, one of the earliest electrically-operated tunnels in the world. The entire power requirements of the Maryland Electric Railways Company, which operates the converted steam road connecting Baltimore with Annapolis, come from the same source.

Abundant power at low rates, with an efficient and comprehensive service, gives Baltimore a tremendous advantage, which no manufacturer can afford to overlook.

PLAY-GROUND SCENES
Recreation centers have a telling influence on city life

NO LABOR TROUBLES

Baltimore has practically no labor troubles. After the great fire, the City was rebuilt without one strike. Owing to conditions that obtain in no other large community, the capitalist and laborer maintain a status which enables them to operate to their mutual interest, and to the benefit of the whole industrial situation.

Baltimore seems totally unaffected by those periodic gusts of labor agitation that sweep over one section of the country or another, unsettling conditions, causing industrial distress and financial loss.

The City is exceptionally fortunate in this respect, primarily because of natural conditions. The working class is enabled to live well. The abundance of seasonable foodstuffs at reasonable prices, cheap rents, the opportunity to buy homes on the easiest terms are elements which contribute to the contented condition of the laboring man. In Baltimore he gets the most out of life for himself and his family. The average laborer owns his home. Tenements are practically unknown. Then there is plenty of work and plenty of workmen.

Industrial tranquillity lasts the year round.

A Bee Hive of Industry

SOUTH STREET, NORTH FROM GERMAN—PART OF BALTIMORE'S FINANCIAL CENTER
Baltimore is noted for the large number of successfully conducted banks and other financial institutions

BALTIMORE'S FINANCIAL INSTITUTIONS

Few cities enjoy the enviable reputation of Baltimore for sound financial methods, or have a larger number of successfully conducted banks and trust companies. Baltimore is noted for its excellent banking facilities.

There has not been a bank failure in Baltimore for many years, and the conflagration of 1904, which caused a loss estimated at $125,000,000, resulted in no embarrassment to the City's financial organizations, except that arising from the destruction of buildings.

There is ample capital in Baltimore for legitimate enterprises. It is not a City given to the encouragement of "wildcat" schemes, but sound projects can find substantial backing.

BONDING

The first bonding or surety company was organized in Baltimore. This City occupies a commanding position in this branch of finance.

Millions of dollars are invested here in bonding enterprises. The assets of numerous companies total millions. They have branches practically all over the world; in fact, Baltimore is the bonding headquarters of the world.

INDUSTRIAL BUILDINGS

Baltimore has a series of modern "Industrial" or "Beehive" buildings, where heat, light, power and space in proportion to the large or small needs of any and all kinds of industries can be had on terms and conditions attractive even to infant enterprises. This enables enterprises to be started without the usual capital outlay required for investment in land and building. It offers to local industries and to those outside the City, desiring to establish operations here, every essential factory requirement that can be obtained by the most successful manufacturers.

SEA OF FREIGHT CARS, LOCUST POINT—BALTIMORE AND OHIO R. R.

This is a striking exhibit of Baltimore's terminal and transportation facilities, giving an idea of the arrangements for handling freight

Commercial Section

COMMERCE AND TRANSPORTATION

A Splendid Harbor; Grain rapidly handled; low Freight Rates; Magnificent Piers; Steamship Lines; Great Railroads, with terminals at deep water, centre in Baltimore; Colossal Municipal Piers; Great Jobbing Trade; Plants and Machinery Exempt from Taxation, etc.

BY reason of its geographical location, the City, from the very first days of the "iron horse," became a railroad center. It has, also, always been one of the important seaports of the country.

That Baltimore lived and thrived may be attributed to its natural maritime advantages. It early became a distributing point for merchandise that came over all seas and from all lands. It sent, and still sends, back ships burdened with products of every section of this country.

Long before steam became the propelling force of commerce, Baltimore's supremacy was assured. The Baltimore clipper was famous; it was sailing every sea and was seen in every port.

The City has a largely-developed trade in every respect, particularly through the South. Being of the South, this seems natural, but Baltimore is not dependent upon sentiment alone.

As the metropolis of the South, Baltimore is the natural source of supply of this section, and its trade throughout the vast country is large and ever-increasing. Nor is Baltimore's sphere of commercial influence confined to the great region south of the Mason and Dixon Line. Its merchants are invading the North. They have captured a good percentage of trade of Pennsylvania and New York State, and are successfully operating in the Ohio Valley.

As a jobbing center Baltimore ranks among the foremost cities of the United States. Its jobbing trade, comprising principally dry goods, groceries, food products, drugs and tobacco, represent annually $250,000,000, which, with its commission business of $100,000,000, brings the total to $350,000,000.

STEAMBOATS AT LIGHT STREET WHARF

Vessels of this type carry passengers and merchandise from Baltimore to points on Chesapeake Bay and its numerous tributaries

THE HARBOR OF BALTIMORE

Baltimore has a splendid harbor. The channel leading from Baltimore is 35 feet deep and 600 feet wide, and there is a project under way to deepen it to 40 feet and to make it 1000 feet wide.

Baltimore is on the Patapsco River, a tributary of Chesapeake Bay, and is about 150 nautical miles from the Atlantic Ocean as vessels travel. The harbor may be said to begin where the Patapsco and the bay meet, about 14 miles from the center of the City.

There are 18 miles of dockage and waterfront within the contracted City limits, and many times that area in the immediate environs.

Baltimore harbor, even within the City limits proper, can accommodate the largest vessels. Such, for instance, as liners of 20,000 tons displacement or more enter and leave Baltimore harbor. Baltimore has a busy waterfront. It is very picturesque and is a shelter for all manner of craft, from the ponderous Atlantic liner to the Chesapeake Bay oyster pungy.

Typical Chesapeake Bay Steamer

BALTIMORE'S TERMINAL FACILITIES

Grain Elevator, N. C. Railroad—The harbor is flanked on either side by elevators and piers, where the largest ships find accommodations

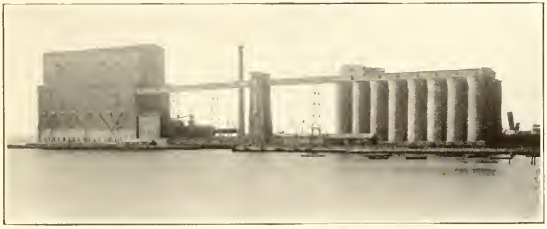
GRAIN RAPIDLY HANDLED

Baltimore has long been justly famous for handling quantities of export grain and has largely contributed to the nation's wealth through these facilities. Railroads had the foresight to build the present terminal elevators, which have a capacity of 5,000,000 bushels, and to properly equip them with dryers to give "out of condition" grain deserved attention. They also established great terminal yards with facilities for rapid and safe unloading of cars. The elevators can place 2,000,000 bushels of grain aboard vessels in a day, and this capacity will soon be increased. Vessels are loaded while in deep water alongside the elevators, avoiding the use of lighters and floating elevators. The railroads have in every other way supported the efforts of grain merchants, who, for years, have labored to make this a favored market for domestic and export grain.

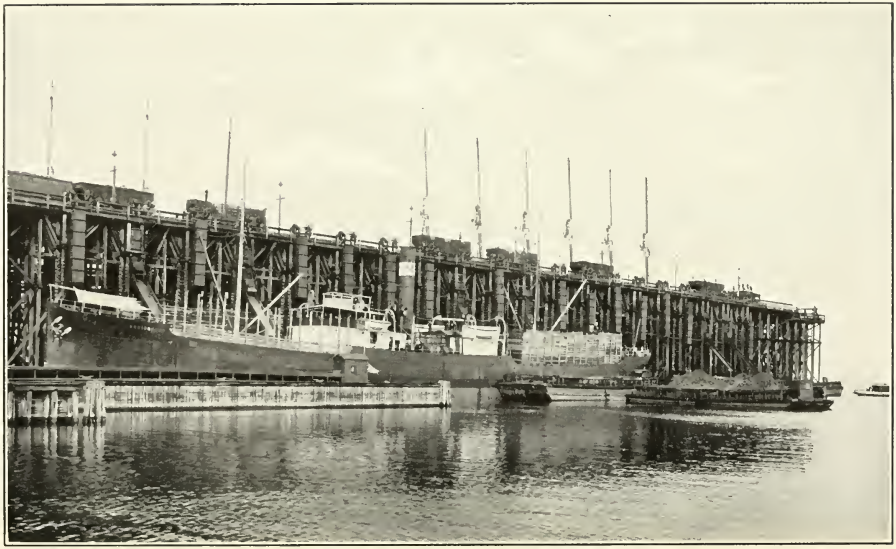
Baltimore Chamber of Commerce weighing and inspection departments are models of their kind, giving confidence and security at home and abroad.

Much Canadian grain comes to Baltimore for export and is handled so satisfactorily that tonnage is constantly increasing.

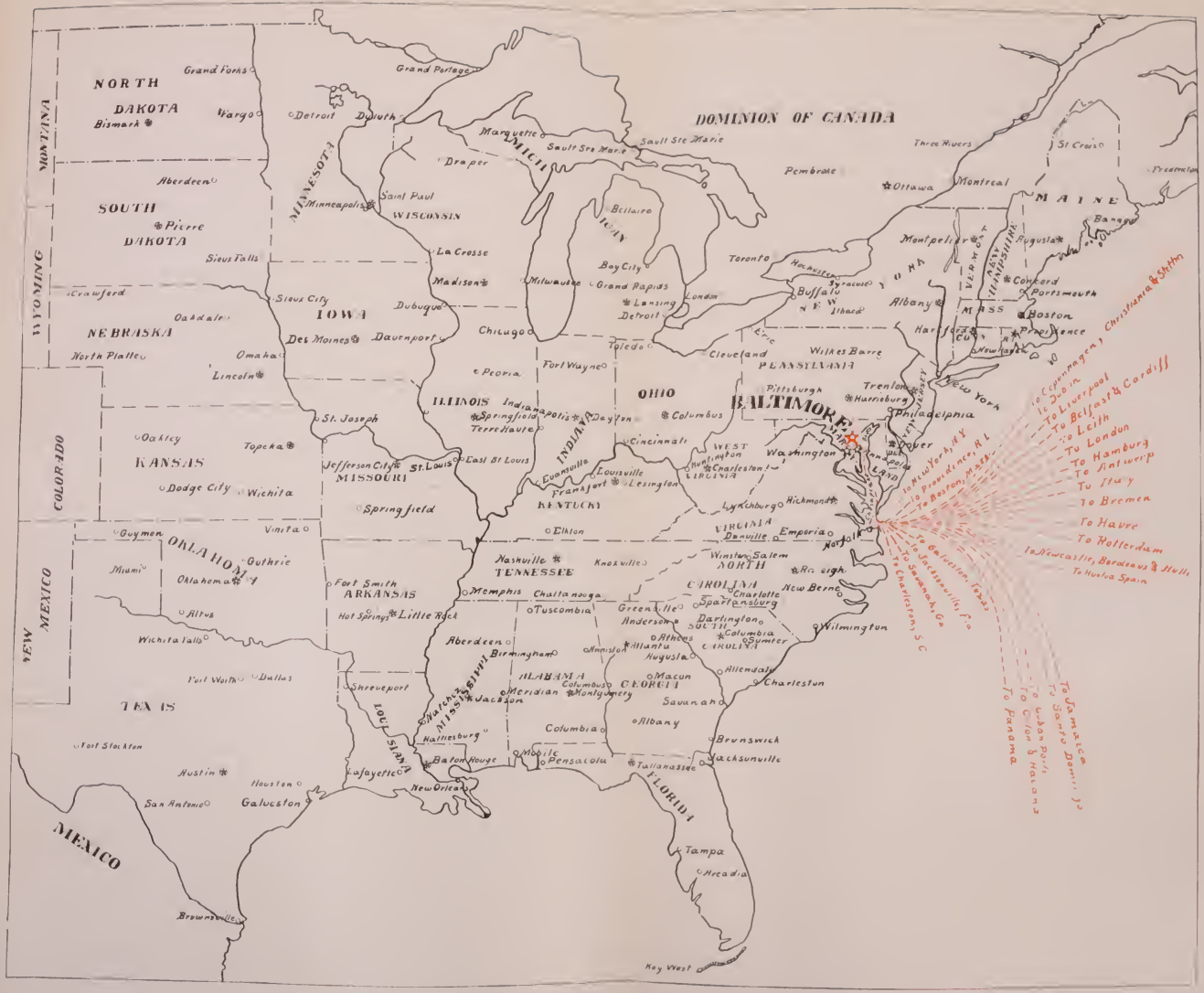
On grain for export from the Great Lakes there is a difference of three-tenths of a cent per bushel in Baltimore's favor, compared with New York and Boston. Nine-tenths is the present difference in Baltimore's favor on grain from the West, arriving all rail.



One of Baltimore's Great Grain Elevators



BALTIMORE'S TERMINAL FACILITIES
One of the immense coal piers of the Western Maryland Railway



MAP OF BALTIMORE'S SPHERE OF COMMERCIAL INFLUENCE

This should be consulted in connection with the freight rate and mileage tables (exhibits 1, 2, 3, 4), on succeeding pages. These tables show by comparative figures how much CHEAPER freight rates Baltimore enjoys to and from points on this map, than do cities to the North and East of Baltimore

COMPARATIVE freight rate tables and mileage schedule, which shows conclusively the great advantage enjoyed by Baltimore, because of its geographical location. These were compiled from information furnished by Mr. Herbert Sheridan, Traffic Manager of the Chamber of Commerce, whose courteous assistance is gratefully acknowledged.

A TELLING FREIGHT RATE EXHIBIT. (No. 1.)

Freight rates from Baltimore, Boston, Providence, New York and Philadelphia to SOUTHERN points, showing the great advantage enjoyed by Baltimore.

Water and rail except as noted. Governed by Southern Classification except as noted. Rates given in cents per 100 pounds.

FROM / TO	BALTIMORE						BOSTON and PROVIDENCE						NEW YORK						PHILADELPHIA					
	CLASSES						CLASSES						CLASSES						CLASSES					
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
ABERDEEN MISS.	130	112	99	80	67	55	138	120	102	83	70	58	138	120	102	83	70	58	132	114	100	81	68	56
ALBANY GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
ALLENDALE S. C.	92	85	70	58	49	40	103	96	81	67	58	49	98	91	76	62	53	44	98	91	76	62	53	44
ANDERSON S. C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49	114	98	86	73	60	49
ANNISTON ALA.	107	92	81	68	56	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
ATHENS GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
ATLANTA GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
AUGUSTA GA.	89	75	65	53	43	34	96	81	70	58	47	37	96	81	70	58	47	37	96	81	70	58	47	37
BIRMINGHAM ALA.	107	92	83	70	57	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
BRUNSWICK GA.	c67 75	57 63	47 53	33 37	26 31	20 23	78	66	56	39	33	29	75	63	53	37	31	27	c67 75	57 63	47 53	33 37	26 31	20 27
CHARLOTTE N. C.	85	74	61	49	42	32	96	85	72	58	51	41	91	80	67	53	46	36	91	80	67	53	46	36
CHARLESTON S. C.	62 b54	52 44	47 34	35 26	27 22	19 17	75	63	53	37	31	27	72	60	50	35	29	25	72	60	50	35	29	25
COLUMBIA ALA.	107	92	81	68	56	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
COLUMBIA S. C.	89	75	65	53	43	34	101	86	75	63	52	42	96	81	70	58	47	37	96	81	70	58	47	37
COLUMBUS GA.	98	87	78	63	52	41	105	93	83	68	56	44	105	93	83	68	56	44	105	93	83	68	56	44
DANVILLE VA.	64	56	44	32	26	21	75	67	55	41	35	30	70	62	50	36	30	25	70	62	50	36	30	25
DARLINGTON S. C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39	98	87	74	60	50	39
EMPORIA VA.	68	55	46	33	28	22	83	73	60	44	39	33	73	60	51	37	32	26	73	60	51	37	32	26
JACKSONVILLE FLA.	c67 75	57 63	47 53	33 37	26 31	20 23	78	66	56	39	33	29	75	63	53	37	31	27	c67 75	57 63	47 53	33 37	26 31	20 27

JACKSONVILLE	FLA.	75	63	53	37	31	23	78	66	56	39	33	29	75	63	53	37	31	27	75	63	53	37	31	27
LYNCHBURG	VA.	52	45	35.5	24	20	16	54	47	38	25	22	18	54	47	38	25	22	18	54	47	38	25	22	18
MACON	GA.	95	85	76	61	51	40	102	91	81	66	55	43	102	91	81	66	55	43	102	91	81	66	55	43
MERIDIAN	MISS.	107	92	83	70	57	46	114	98	86	73	60	49	114	98	86	73	60	49	114	98	86	73	60	49
*a*MOBILE	ALA.	100	85	69	54	46	39	100	85	69	54	46	39	100	85	69	54	46	39	100	85	69	54	46	39
MONTGOMERY	ALA.	101	89	79	64	53	42	108	95	84	69	57	45	108	95	84	69	57	45	108	95	84	69	57	45
NATCHEZ	MISS.	96	87	75	58	47	41	104	95	78	61	50	44	104	95	78	61	50	44	98	89	76	59	48	42
NEW BERN	N. C.	55	46	38	33	27	22	66	57	49	42	36	31	61	52	44	37	31	26	61	52	44	37	31	26
*a*NEW ORLEANS	LA.	95	80	65	50	43	36	95	80	65	50	43	36	95	80	65	50	43	36	95	80	65	50	43	36
*g*NORFOLK	VA.	*f*26	22	18	16	13	10	45	39	34	30	25	22	*d*32	27	23	20	15	12	*f*30	25	21	18	14	11
PENSACOLA	FLA.	67	57	52	42	37	32	75	65	55	45	40	35	75	65	55	45	40	35	69	59	53	43	38	33
RALEIGH	N. C.	78	67	55	43	37	28	89	78	66	52	46	37	84	73	61	47	41	32	84	73	61	47	41	32
*g*RICHMOND	VA.	*e*26	22	18	16	13	10	45	39	34	30	25	22	*d*32	27	23	20	15	12	*f*30	25	21	18	14	11
SAVANNAH	GA.	*b*57 72	47 60	37 50	29 35	24 29	19 21	75	63	53	37	31	27	72	60	50	35	29	25	*b*57 72	47 60	37 50	29 35	24 29	19 25
SPARTANBURG	S. C.	107	92	81	68	56	46	119	103	91	78	65	54	114	98	86	73	60	49	114	98	86	73	60	49
SUMTER	S. C.	92	81	68	56	46	35	103	92	79	65	55	44	98	87	74	60	50	39	98	87	74	60	50	39
TUSCUMBIA	ALA.	108	92	85	72	59	48	116	100	88	75	62	51	116	100	88	75	62	51	110	94	86	73	60	49
WILMINGTON	N. C.	57	46	37	32	24	16	68	57	48	41	33	24	63	52	43	36	28	19	63	52	43	36	28	19
WINSTON-SALEM	N. C.	78	67	55	43	37	28	89	78	66	52	46	37	84	73	61	47	41	32	84	73	61	47	41	32

Freight rates are very important factors in the transactions of the merchant and manufacturer. Some one pays these rates. Some one is richer to the extent of money saved on freight rates. Some one can sell goods cheaper in proportion to the money thus saved. A great opportunity is offered those who purchase, trade and manufacture in Baltimore. The above table is to SOUTHERN points. Consult, also, the comparative freight tables to points southwest, west and northwest. Note the tremendous advantage Baltimore enjoys. These figures are a telling exhibit. Read the tables in connection with the comparative mileage schedule, showing how much nearer Baltimore is to southern, western and northwestern cities than are those to the north and northeast of Baltimore. Note, too, the map of Baltimore's sphere of commercial influence. These exhibits are a powerful argument in favor of Baltimore.

KEY TO NOTATIONS

a—Governed by Official Classification.
b—Via M. & M. T. Co. direct.
c—Via M. & M. T. Co., Savannah and rail.
d—Via Old Dominion Steamship Company.
e—Via all water or water and rail.
f—Via all water.
g—Governed by Official Classification from Boston and Providence.
h—Via Baltimore and Carolina Steamship Company

A TELLING FREIGHT RATE EXHIBIT. (No. 2.)

STANDARD ALL RAIL freight rates from EASTERN to WESTERN points, showing the lower rates enjoyed by Baltimore.

Governed by Official Classification
Rates in cents per 100 pounds

FROM / TO	BALTIMORE						BOSTON, NEW YORK						PHILADELPHIA					
	CLASSES						CLASSES						CLASSES					
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
CHARLESTON W. VA.	57	49	41	27	23	19	65	57	44	30	26	22	59	51	42	28	24	20
cCHICAGO ILL.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23
CINCINNATI OHIO.	57	49	41	27	23	19	65	57	44	30	26	22	59	51	42	28	24	20
CLEVELAND OHIO.	45	38	33	22	18	15	53	46	36	25	21	18	47	40	34	23	19	16
COLUMBUS OHIO.	51	43	36	24	20	17	59	51	39	27	23	20	53	45	37	25	21	18
DAYTON OHIO.	55	47	39	26	22	18	63	55	42	29	25	21	57	49	40	27	23	19
EVANSVILLE IND.	75	64	52	36	30	25	83	72	55	39	33	28	77	66	53	37	31	26
HUNTINGTON W. VA.	57	49	41	27	23	19	65	57	44	30	26	22	59	51	42	28	24	20
INDIANAPOLIS IND.	62	52	44	30	25	20	70	60	47	33	28	23	64	54	45	31	26	21
LEXINGTON KY.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23
LOUISVILLE KY.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23
MEMPHIS TENN.	92	77	62	42	35	29	100	85	65	45	38	32	94	79	63	43	36	30
NASHVILLE TENN.	83	70	57	39	33	28	91	78	60	42	36	31	85	72	58	40	34	29
PEORIA ILL.	75	64	52	36	30	25	83	72	55	39	33	28	77	66	53	37	31	26
PITTSBURGH PA.	37	31	27	18	15	12	a45 b50	39 43	30 33	21 24	18 20.5	15 17	39	33	28	19	16	13
ST LOUIS MO.	80	68	56	38	32	26	88	76	59	41	35	29	82	70	57	39	33	27
TERRE HAUTE. IND.	67	57	47	32	27	22	75	65	50	35	30	25	69	59	48	33	28	23

aNew York rates. bBoston rates.
cBaltimore has differential rates and routes to Western points as illustrated below
*Steamship lines via Norfolk and Newport News and thence by rail.

To Chicago, Ill.—	CLASSES					
	1	2	3	4	5	6
*When lake navigation is open	54	46	38	27	22	18
*When lake navigation is closed	59	51	43	29	25	20
Routes via Erie, Fairport and Lake, during season of open navigation	54	46	38	27	22	18

A TELLING FREIGHT RATE EXHIBIT. (No. 3.)

STANDARD ALL RAIL freight rates from WESTERN to EASTERN points, showing the lower rates enjoyed by Baltimore.

Governed by Official Classification
Rates in cents per 100 pounds

FROM \ TO	BALTIMORE, MD.						BOSTON, MASS.						NEW YORK, N. Y.						PHILADELPHIA, PA.					
	CLASSES						CLASSES						CLASSES						CLASSES					
	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
CHARLESTON W. VA.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
aCHICAGO ILL.	72	62	47	32	27	22	82	71	55	39	33	27	75	65	50	35	30	25	73	63	48	33	28	23
CINCINNATI OHIO	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
COVINGTON KY.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
EVANSVILLE IND.	75.5	65	49.5	33.5	28.5	23	85.5	74	57.5	40.5	34.5	28	78.5	68	52.5	36.5	31.5	26	76.5	66	50.5	34.5	29.5	24
HUNTINGTON W. VA.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
INDIANAPOLIS IND.	66.5	57.5	43.5	29.5	25	20	76.5	66.5	51.5	36.5	31	25	69.5	60.5	46.5	32.5	28	23	67.5	58.5	44.5	30.5	26	21
LOUISVILLE KY.	72	62	47	32	27	22	82	71	55	39	33	27	75	65	50	35	30	25	73	63	48	33	28	23
MAYSVILLE KY.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
MEMPHIS TENN.	94.5	83	63.5	45	37	31	104.5	92	71.5	52	43	36	97.5	86	66.5	48	40	34	95.5	84	64.5	46	38	32
NEWPORT KY.	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
PEORIA ILL.	79.5	68.5	52	35.5	30	24.5	89.5	77.5	60	42.5	36	29.5	82.5	71.5	55	38.5	33	27.5	80.5	69.5	53	36.5	31	25.5
PITTSBURGH PA.	37	31	27	18	15	12	50	43	33	24	20.5	17	45	39	30	21	18	15	39	33	28	19	16	13
PORTSMOUTH OHIO	62	53.5	40.5	27.5	23	18.5	72	62.5	48.5	34.5	29	23.5	65	56.5	43.5	30.5	26	21.5	63	54.5	41.5	28.5	24	19.5
ST LOUIS, MO., AND EAST ST LOUIS ILL.	84.5	73	55.5	38	32	26	94.5	82	63.5	45	38	31	87.5	76	58.5	41	35	29	85.5	74	56.5	39	33	27
TERRE HAUTE IND.	72	62	47	32	27	22	82	71	55	39	33	27	75	65	50	35	30	25	73	63	48	33	28	23

aBaltimore has differential rates and routes from Western Points during season of Lake Navigation as illustrated below.

	CLASSES					
	1	2	3	4	5	6
From Chicago to Baltimore, via Lake and Rail	60	52	40	27	23	18

A TELLING FREIGHT RATE EXHIBIT. (No. 4.)
SHORT LINE RAIL MILEAGE.

	BALTIMORE	NEW YORK	BOSTON	PHILADELPHIA
	MILES	MILES	MILES	MILES
ATLANTA GA.	**689**	876	1,089	784
AUGUSTA GA.	**613**	800	1,013	708
BUFFALO N. Y.	**382**	411	479	416
CHARLESTON S. C	**552**	739	952	647
CHICAGO ILL.	**782**	908	1,002	817
CINCINNATI OHIO.	**578**	751	925	659
CLEVELAND OHIO.	**449**	576	662	484
COLUMBUS OHIO.	**505**	631	800	540
GRAND RAPIDS MICH.	**728**	790	858	762
INDIANAPOLIS IND.	**686**	812	946	720
JACKSONVILLE FLA.	**795**	982	1,195	890
LOUISVILLE KY.	**692**	865	1,039	773
PEORIA ILL.	**875**	1,002	1,122	910
PITTSBURGH PA.	**314**	441	653	349
RICHMOND VA.	**156**	343	556	251
ST LOUIS MO.	**917**	1,054	1,187	962
SAVANNAH GA.	**658**	845	1,057	753
TOLEDO OHIO.	**562**	689	775	597
WASHINGTON D. C.	**40**	227	440	135
WILMINGTON N. C.	**402**	589	802	497
WINSTON-SALEM N. C.	**357**	544	757	452

Table of comparative distances showing how much nearer Baltimore is to Southern and Western cities than are Philadelphia, New York or Boston. Hence, Baltimore enjoys cheaper freight rates than other cities mentioned. Consult Exhibits, 1, 2, 3.

SPLENDID RAILROAD TERMINAL FACILITIES

BALTIMORE is the local and reshipping market for the fish, oyster and crab supplies of the fertile waters of the Chesapeake Bay and tributary rivers and streams.

The railroads, Baltimore and Ohio, Pennsylvania and Western Maryland, have carfloats, large docks with warehouses, cranes and facilities for receiving, storing and shipping all kinds of raw material and manufactured articles. Lighterage companies have a multiplicity of tugs, scows and lighters, expediting commerce of the port.

The Baltimore and Ohio system has domestic and export elevators, hay sheds, terminals and storage warehouses, coal piers, and maintains general offices in Baltimore. The Baltimore and Ohio freight yards are extensive and reach all portions of the City. About 10,000 employees are located in Baltimore.

The Pennsylvania Railroad system has division offices in Baltimore and extensive terminals. The company's export and domestic elevators, hay sheds and many terminal and storage warehouses are of the usual high type, and a new passenger station facilitates travel.

The Western Maryland Railway, like the other railroads above named, has freight terminals in the business district and storage warehouses at convenient locations. In addition, docks and warehouses on the waterfront give it opportunities for prompt handling of export, import and domestic shipments.

The co-operation between the Western Maryland and New York Central lines through the extension from Cumberland to Connellsville, and connection with the Pittsburgh and Lake Erie Railroad, greatly benefits Baltimore, since new tonnage is

NEW UNION STATION, PENNA. R. R.

MT. ROYAL STATION, B. & O. R. R.

handled between Baltimore and the West under attractive conditions.

The Maryland and Pennsylvania Railroad, operating between Baltimore and York, Pa. (77 miles), has a large dairy and slate, as well as suburban passenger, business.

The Canton Railroad is a terminal railroad of Baltimore offering connecting line switching service on advantageous terms to industries located on the extensive waterfront property of the Canton Company.

PLANTS AND MACHINERY THAT ARE EXEMPT FROM TAXATION

Under a City Ordinance, authorized by an Act of Assembly, mechanical tools, implements, machinery and manufacturing apparatus, actually employed in the manufacture of articles of commerce in Baltimore, are exempted from City taxes, provided application be made annually before a specified time.

Following is a table of exemptions from 1896 to 1913:

1896	$3,405,055
1897	4,695,518
1898	4,829,912
1899	4,178,945
1900	5,593,270
1901	4,671,730
1902	4,875,396
1903	5,734,446
1904	6,203,784
1905	6,177,262
1906	7,527,328
1907	8,067,442
1908	8 842,573
1909	8,878,644
1910	9,434,978
1911	9,829,312
1912	10,406,817
1913	11,415,660

EXTENSIVE FREIGHT YARDS OF THE NORTHERN CENTRAL (PENNA.) RAILROAD

Baltimore's freight facilities are constantly being enlarged. Millions of dollars will be spent in development in the near future

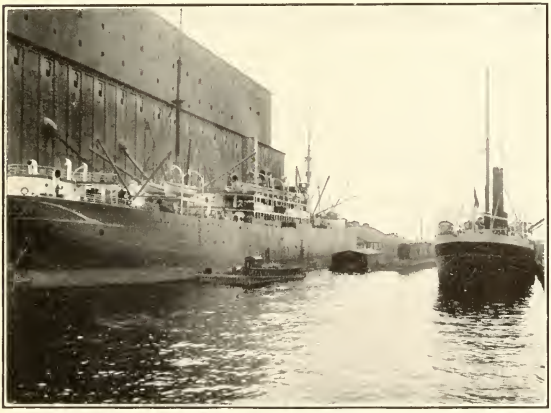
COAL AND COKE

The position Baltimore occupies in its ability to move, by rail and water, bituminous coal from the enormous deposits in Maryland and West Virginia gives the City a commanding position in the soft coal trade. There are 5,000,000 tons of coal annually exported from Baltimore.

Baltimore consumes 1,000,000 tons a year.

The United States Collier Neptune recently took on at one of the coal piers 15,000 tons in one day.

The short haul on coke from the ovens to Baltimore and nearness of limestone deposits make this City an ideal place for the smelting of ore from Cuba and Spain. Steel can be manufactured into railroad supplies under advantageous conditions and sent by water at low cost to home and foreign ports.



Great Piers of the Baltimore and Ohio Railroad

WHERE IMMIGRANTS LAND

Thousands of foreigners annually find their way into America through this gateway

STEAMSHIP LINES

Baltimore, being one of the great ports of the Atlantic Coast, is in constant commercial intercourse with all parts of the world. There is a score or more lines of steamships engaged regularly in foreign trade, and they are represented by a multiplicity of vessels.

Foreign steamship lines having regular sailings from Baltimore are:

Johnston Line, Baltimore to Liverpool.
North German Lloyd, Baltimore to Bremen.
Holland-America Line, Baltimore to Rotterdam.
Lord Line, Baltimore to Belfast, Cardiff and Dublin.
Atlantic Transport Line, Baltimore to Havre and London.
Hamburg-American Line, Baltimore to Hamburg.
United Fruit Co. Line, Baltimore to Port Antonio, Jamaica.
Red Star Line, Baltimore to Antwerp.
Furness Line, Baltimore to Leith.
Creole Line, Baltimore to Italy.
English-American Line, Baltimore to Huelva, Spain.
Scandinavian-America Line, Baltimore to Copenhagen.
United Fruit Company, Baltimore to Santo Domingo.
Atlantic Fruit Company, Baltimore to Jamaica.
Atlantic Fruit Company, Baltimore to Cuban ports.
Munson Line, Baltimore to Havana and Colon.
Earn Line, Baltimore to the West Indies.
Lanasa & Goffe Importing and Steamship Company, Baltimore to Port Antonio, Jamaica, and Cuban ports.

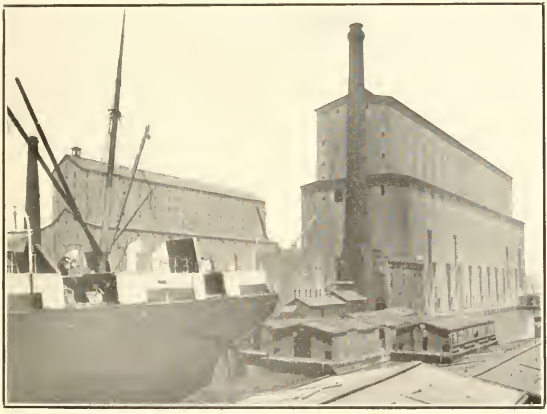
Aside from the above, there are hundreds of steamships of the "tramp" or transient class, which are constantly arriving or leaving port; also that rapidly vanishing class of vessels, the "square riggers."

U. S. S. "NEW HAMPSHIRE" IN BALTIMORE HARBOR

Great warships, as well as big merchant liners, contribute to the impressiveness of the water front

Steamships which regularly ply between Baltimore and Atlantic Coast ports are fitted for first-class passenger service as well as freight. Commodious steamers leave daily, going north and south, carrying hundreds of passengers and tons of freight.

It is estimated that 13,000 craft of all character sail between Baltimore and points on Chesapeake Bay and its tributaries. These vessels traverse all navigable waters of Maryland and Virginia, touching at the larger cities and numerous obscure landings. Bay steamers, as a rule, are large and modern, having excellent passenger accommodations. The oyster pungy, other small sailing craft and a multitude of power boats carry much of Baltimore's Chesapeake Bay commerce.



Great Grain Elevators of the Baltimore and Ohio Railroad

A GLIMPSE OF THE SUBURBS

The country is very picturesque and offers limitless opportunities for splendid development

(Domestic Section)

LIVING CONDITIONS

Baltimore a City of Owned Homes; Reasonable Food Prices; Cheap Rents and Fine Markets; Excellent Street Car Service; Exceptionally Good Climate; Oysters, Crabs and all Edibles in Abundance; Baltimore offers a Great Opportunity to "Live Well."

IT has been stated that Baltimore is a City of homes. It is more than this. Baltimore is a City of OWNED homes. Houses of any class may be purchased upon terms that place OWNERSHIP within reach of the most humble wage-earner.

The report of the British Board of Trade, which made an exhaustive inquiry into the cost of living in American cities, lends force to this statement. It says:

"House ownership among the working classes of Baltimore has made great progress, and among American cities Baltimore claims to take a leading place in this respect.

"In 1900, 20.5 per cent. of all private dwellings in the City were owned unencumbered by their occupants; 7.4 per cent. were owned, but encumbered, while 72.1 per cent. were hired. The number of building loan societies is very large, some 200 having meeting places in the City.

"The future owner (purchaser) must, as a rule, provide about one-third of the proposed cost of the dwelling, and the society advances the balance and issues shares to the same amounts, upon which interest of 6 per cent. is charged until they are paid up; but in the meantime the borrower is entitled to dividends upon these shares.

"The single family dwellings enjoy an absolute predominance in Baltimore," says the report.

SUBURBS OF BALTIMORE
Well paved streets and boulevards, flanked by stately mansions

"In 1900 the percentage of families in dwelling-houses occupied by one family was 72.6, while the percentage in dwelling-houses occupied by two families was 20, and the percentage in dwelling-houses occupied by three of more families was 7.4."

This same report goes on and describes Baltimore as a "City of practically no tenements," as the tenement evil is understood in connection with other cities, and is authority for the statement, which is a well-known and established fact, that a house in Baltimore can be rented for about one-half a similar house in a like neighborhood can be rented for in New York.

Baltimoreans, at least, know how to live. Of the 115,243 private dwellings in the City, about 50 per cent. are two stories in height, modern in every detail, and are usually very attractive. Many of the latest styles are "detached," have ornamental bay windows, and each, by law, must be provided with a bathtub and the best sanitary appliances.

A real home in Baltimore is within reach of all. And this home is on a good street, in a respectable neighborhood. Baltimoreans are not stowed away in the uppermost stories of unhealthy, insanitary tenement houses, with dubious and doubtful associates under the same roof, and in an atmosphere of social, physical and moral impurity.

Baltimore has many stately mansions amid the environment of wealth and dignity, which are very impressive, but the thousands of small dwellings, sheltering thousands of contented families, each dweller in his or her own "castle," offer a splendid object-lesson.

The excellent system of street car lines enables a person to reach any part of Baltimore for a 5-cent fare, which also includes one free transfer. This is a great boon to the wage-earner who desires to live in the open, away from the office, factory and workshop.

BALTIMORE MARKETS

Three views of Lexington market, possibly the most famous in the country

BALTIMORE MARKETS

The habit of "going to market" is so fixed a custom, and so generally practiced as a part of the domestic routine by the Baltimore housekeeper, that markets are supported and flourish as they do nowhere else. Moreover, the markets, on market days, are one of the sights of the City. Few strangers come to Baltimore who do not join the picturesque throng at one of these centers. To see these markets in "full blast" is indeed interesting. Not only the markets themselves, but all approaches for squares take on the market environment. Along the streets are hundreds of wagons, converted into stalls, and scores of improvised shops line the curb; the flower girl, the ubiquitous faker, the country folk, the thrifty housewife, making her discriminating purchases, is a spectacle well worth witnessing.

Lexington Market is the most noted and is, possibly, without a serious rival in the country. It is very central, being contiguous to, in fact within, the retail shopping district. It is three squares long, but the market's "sphere of influence" extends for squares in all directions.

All markets are owned and under the control of the Municipality.

Centre Market, built after the fire of February, 1904, on the site of Marsh Market, which was destroyed, is a splendid modern structure. It cost $500,650 and extends from Baltimore to Pratt street, three blocks. There are two great halls over the northern (Baltimore street) end, which are used by the night classes of the Maryland Institute. Twelve hundred pupils may be comfortably accommodated here. There is also another large hall above the produce section, which will seat 2500 persons. The wholesale and retail fish market, connected with the Centre, has been pronounced the most complete in the world.

The Baltimore markets are: Belair, Canton, Centre, Cross Street, Fells Point, Hanover, Hollins, Lafayette, Lexington, Northeast, Richmond.

BALTIMORE'S FOOD SUPPLY
Produce and Fish Markets

A NOTED FOOD SUPPLY CENTER

BALTIMORE'S markets are a success because of the great variety and character of the foodstuffs on sale. The investigators for the British Board of Trade, who recently made a study of living conditions in American cities, were struck by this advantage, and in their report said:

"Baltimore is a noted food supply center—fruits, vegetables, dairy products, poultry and meat are produced in the fertile districts of the State of Maryland, and the shores of the Chesapeake are especially favorable for those branches of agriculture. The City is remarkable among the large cities of the United States for the abundance and varied character of its retail markets. In the principal districts of the City are covered markets, where all kinds of meat, vegetables, fruit, butter and eggs are on sale."

The report also refers to the extensive patronage enjoyed by the markets, and the great number of butcher stalls receive particular mention.

Baltimore is singularly fortunate as to food supply, as the British report says. Things regarded as luxuries elsewhere are here matters of every-day commonplace diet. The City being situated within two hours' ride of the mountains, and at the very door of a great trucking region (the adjacent counties of Maryland), has a wonderful advantage. The great Chesapeake Bay and the Patapsco River yield up an enormous supply of crabs, oysters and fish. Several lines of steamers bring tropical fruits in abundance. Maryland is the home of the terrapin and the canvas-back, and Baltimore is the gastronomic center, where these delicacies are prepared and where they are consumed in large quantities.

Baltimore offers the best of foodstuffs in abundance; its markets bulge with the products of the season; reasonable prices make it possible for those of limited income to enjoy the benefits of these exceptional advantages, facts that contribute to Baltimore's reputation as an exceptionally desirable place of residence.

WASHINGTON MONUMENT AND VICINITY
This is the first monument erected to George Washington

MISCELLANEOUS SECTION

Population; Baltimore a Leading Educational Centre; Aquatic Sports; Theatres; Hotels; Churches; Monuments; Climate; Points of Interest; Chronological History from 1603 to 1913.

A VERY unique situation is presented in connection with the enumeration of the population of Baltimore. According to the United States Census Report for 1910, its population within the City limits was then 558,485; while its population, including those persons who reside just beyond the City limits, was 647,884.

This condition was of sufficient import to call from Director Durand of the Census a special report (August, 1911). In this he referred to the distinction to be made in favor of Baltimore when comparing the population of cities. The numerical peculiarity concerning Baltimore's population arises from the fact that its corporate limits have not been extended correspondingly as the City's inhabitants have multiplied.

The census reports show that Baltimore has actually grown apace, and is the most densely populated City in the country, but that thousands of Baltimoreans who live "just over the line" are not listed as residents. At the same time they are not divided from the corporate limits by squares of unimproved lots, but live on well-paved streets, in "built-up" sections which, in some instances, extend a mile beyond the present limits.

Thus, according to the census of 1910, about 90,000 persons (since greatly increased in numbers) outside the technical bounds are so essentially a part of Baltimore in their business and social relations that they should be included when a comparison of cities is made.

Baltimore has 31⅔ square miles within its contracted limits, and its population within these bounds is, according to the census, 558,485. St. Louis, with 61⅓ square miles, twice the area of Baltimore, has a population of 687,029.

St. Louis ranks fourth, but Baltimore would no doubt arise to dispute that claim if its area were doubled.

GOUCHER (Woman's College) COLLEGE

MARYLAND INSTITUTE—School of Art and Design

BALTIMORE AN EDUCATIONAL CENTER

Baltimore, as a center of learning, is proud of one of the leading institutions of the world—the Johns Hopkins University. This is the foremost institution in the United States devoted to research work.

The great Johns Hopkins Hospital, with its Medical School and other educational features, is unequaled by any similar organization. It, too, is world famous.

The Goucher College of Baltimore, formerly the Woman's College, has a fixed place among the advanced educational institutions of the country.

The City also boasts of the Peabody Institute, the Maryland Institute of Art and Design, the Walters Art Gallery, which is far-famed; the Enoch Pratt Free Library, with its multiplicity of branches; the Maryland University, with its various departments of learning, and a score of other institutions devoted to culture and intellectual pursuits. Aside from these, there are the Baltimore public schools, with their several colleges. These are referred to at length elsewhere.

There are many medical colleges in Baltimore, as well as others devoted to law. The City, in fact, may be aptly described as a "College Town." Thousands of students, representing not only this but almost every country of the civilized world, have received and are receiving their education in Baltimore, which occupies a commanding position in the arts, sciences and culture generally.

For the study of painting, music and sculpture, Baltimore offers unexcelled opportunities, and large numbers of pupils from various sections are taking advantage of these.

The Baltimore College of Dental Surgery is the oldest college of this kind in the world.

STATE NORMAL SCHOOL

ENOCH PRATT FREE LIBRARY, Main Building

BALTIMORE'S EXCELLENT CLIMATE

Baltimore has an excellent climate. The City is so situated that it does not experience the extremes of weather. It is free from the rigors of the North and yet it is not inflicted with the continued enervating heat of the South. The changing seasons are one of the delights of the locality. There is no monotony; no prolonged hot, dry spell to face in summer, and no long, dreary, severe winter, with its accompanying hardships. The winters are short, being relieved by beautiful spring and fall conditions. The rainfall is well distributed throughout the year and destructive storms are practically unknown.

Baltimore is, likewise, free from all other elemental disturbances, which, in some sections, are a source of constant unrest, if not actual peril.

AMPLE HOTEL ACCOMMODATIONS

Baltimore has splendid hotels. In this respect it is abreast of any city of the country of its size, and far ahead of the majority.

Just at present it is better equipped than ever, owing to the recent establishment of several large hotels. These are great institutions, designed on a large scale, built on a large scale, and operated in accordance with advanced ideas and methods.

There are scores of hotels, so the visitor will have no difficulty finding accommodations at reasonable rates.

Baltimore as a "Convention City" has entertained thousands of visitors without inconvenience to guests, and it is now better prepared than ever to assume this agreeable responsibility.

THE UNIVERSITY OF MARYLAND

PEABODY INSTITUTE

AMUSEMENTS—AQUATIC SPORTS—THEATRES

Miles of waterfront afford Baltimoreans unlimited opportunities for aquatic sports. Yachting, boating, crabbing, fishing are pastimes within reach of the most humble.

Any man may have his little power or sail boat, which at once extends his suzerainty, not only over the Patapsco River, but the great Chesapeake Bay. Here he may disport himself at will. Baltimore offers a great opportunity to the man with a boat. A race on the Patapsco, between the trained crews of rival clubs, is a sight never to be forgotten.

The pleasure seeker, who disdains the lure of salt water and the thrills of the nibble, has a splendid collection of theatres, including grand opera, for Baltimore boasts of first-class, wholesome amusement features, where the cream of the passing show may be seen. The City's theatres are all modern and commodious, and public taste demands and receives the best that the stage has to offer.

The Shepherd and his Flock—Druid Hill Park

BALTIMORE STREET, WEST FROM NEAR CALVERT
All buildings in picture were erected since fire of 1904

POINTS OF INTEREST IN BALTIMORE

NOTE:—The places listed are approximately contiguous; that is, in order named, one is not far removed from another. Hence, it will be possible to "swing around the circle" by going from point to point, beginning at Washington Monument.

Washington Monument (180 feet high)—The first monument to George Washington. Charles and Monument streets (Mt. Vernon Place).

In the immediate vicinity of the monument are:

The Peabody Institute, school of music, art, library, statuary and paintings—Monument and Charles streets.

Statues of:

George Peabody—Mt. Vernon Place; Chief Justice Roger Brooke Taney, General John Eager Howard. Washington Square (Charles street and Madison)—Severn Teackle Wallis—Washington Square near Centre street.

Mt. Vernon M. E. Church—Northeast corner Monument and Charles streets (Mt. Vernon Place). Attached to the wall of this building is a tablet bearing the following inscription:

"Francis Scott Key, author of 'The Star-Spangled Banner,' departed this life on the site of this building, January 11, 1843."

Walters Art Gallery—The finest private art collection in America. Northwest corner Charles and Centre streets.

Unitarian Church—Magnificent specimen of colonial architecture. Northwest corner Charles and Franklin streets.

Y. M. C. A. Building—Cathedral and Franklin streets.

Roman Catholic Cathedral — Cathedral and Mulberry streets.

Cardinal's Residence—Charles and Mulberry streets.

Enoch Pratt Free Library — Main Building, Mulberry street, near Cathedral.

The Johns Hopkins University Buildings—Howard street and Druid Hill avenue.

Baltimore City College—Howard street, opposite Centre.

CALVERT STREET, NORTH FROM BALTIMORE STREET
In the center is Battle Monument

Lee House—Residence of Gen. R. E. Lee (with United States Engineer Corps) during erection of Fort Carroll at entrance to Baltimore Harbor. Madison avenue, near Biddle street.

Fifth Regiment Armory—Baltimore's great convention hall. Hoffman and Bolton streets.

Mt. Royal Station (B. & O. R. R.)—Cathedral street, Preston street and Mt. Royal avenue.

Bryn Mawr School—Cathedral and Preston streets.

Revolutionary War Monument—Mt. Royal avenue, Cathedral and Oliver streets.

Union Station (Pennsylvania R. R.)—Charles street and Jones Falls.

Polytechnic Institute—North avenue, from Calvert street to Guilford avenue.

Goucher College, formerly "Woman's College"—St. Paul street, between Twenty-second and Twenty-fourth streets.

Homewood Park — Johns Hopkins University. Charles street and University Parkway.

Druid Hill Park—Six hundred and seventy-four acres, noted for its natural beauty. One of the finest parks in America.

Soldiers and Sailors' Monument—Druid Hill Park, between Druid Lake and Mt. Royal Reservoir.

Watson Monument—Mexican War shaft. Mt. Royal avenue and Lanvale street.

Maryland Institute—School of art and design. Mt. Royal avenue and Lanvale street.

Confederate Monument—Mt. Royal avenue, near Lanvale street.

Francis Scott Key Monument—Erected to author of "The Star-Spangled Banner." Lanvale and Eutaw streets.

Lexington Market—Baltimore's famous market. Lexington street, from Eutaw street to Pearl street.

LEXINGTON STREET, EAST FROM HOWARD

A section of Baltimore's busy shopping district, where one is always assured of meeting an animated crowd

Edgar Allan Poe's Tomb—In Westminster Presbyterian Churchyard. Southeast corner Fayette and Greene streets.

Fourth Regiment Armory—Fayette street, near Paca.

Maryland Workshop for the Blind — Southwest corner Fayette and Paca streets.

Camden Station (B. & O. R. R.)—Camden and Eutaw streets.

Mt. Clare Shops (B. & O. R. R.)—Where early locomotives were built. Pratt street, from Poppleton street to Carey street.

Mt. Clare Station—Where first telegraph message, "What hath God wrought," was received. Poppleton street and B. & O. R. R.

Carroll Park—With colonial mansion of Charles Carroll, barrister. Monroe street and Baltimore and Ohio Railroad.

Fort McHenry—During bombardment of which Francis Scott Key composed "The Star-Spangled Banner."

Fort Carroll—Mid-stream at entrance of Baltimore harbor. Erected 1848-1852 under direction of Gen. R. E. Lee, then of United States Engineers.

Piers at which large ocean steamers dock—Locust Point, near Fort McHenry.

Riverside Park — Formerly Fort Covington, which prevented a land attack upon Fort McHenry during bombardment in 1814. Randall and Johnson streets.

Federal Hill Park—Used as a fort during the Civil War. Hughes street and Battery avenue.

Armistead Monument—To memory of Lieutenant-Colonel George Armistead, War of 1812-14. Federal Hill Park.

Where the Fire of 1904 started—Southeast corner German and Liberty streets.

Congress Hall—A tablet on the wall, east side of Liberty street, south of Baltimore street, says:

HOWARD STREET, NORTH FROM LEXINGTON STREET
Another view of the shopping district

"On this site stood Old Congress Hall, in which the Continental Congress met December 20, 1776, and on December 27, 1776, conferred upon General Washington extraordinary powers for the conduct of the Revolutionary War."

Hood Monument—Erected by City to John Mifflin Hood, President of Western Maryland Railroad, 1874-1902.

Baltimore and Ohio Office Building—Main offices of B. & O. R. R. Northwest corner Charles and Baltimore streets.

Maryland Historical Society Building—Historical documents, paintings, statuary, etc. Northwest corner St. Paul and Saratoga streets.

Court House—One of the finest courthouse buildings in America. Calvert and Lexington streets.

Battle, or Baltimore, Monument—Erected in memory of soldiers who fell in defense of Baltimore during British attack, September 12-13, 1814. Calvert street, between Fayette and Lexington streets (Monument Square).

Postoffice—Fayette and Calvert streets.

City Hall—Fayette, North, Holliday and Lexington streets.

Merchants' Club—German street, between Calvert and South streets. A tablet on the west wall says:

"Upon this site stood, from 1774 to 1786, the Lovely Lane Meeting House, in which was organized (December, 1784) the Methodist Episcopal Church in the United States of America."

Custom House—Gay and Lombard streets.

Centre Market—Market Space and Baltimore street.

President Street Station (P., B. & W. R. R.)—President and Fleet streets.

Shortly after leaving this depot the Sixth Massachusetts Regiment was attacked, April 19, 1861.

Wells and McComas Monument—To the memory of two sharpshooters who shot Major-General Ross, September 12, 1814. Ross commanded the British forces at Battle of North Point. Gay, Monument and Aisquith streets.

SHARP STREET (HOPKINS PLACE), NORTH FROM LOMBARD STREET
A part of Baltimore's wholesale district

The Johns Hopkins Hospital—World-famous institution. Monument street and Broadway.

Wildey Monument—To Thomas Wildey, founder of first lodge Independent Order of Odd Fellows in America. Broadway Square, near Fayette street.

Patterson Park—One of Baltimore's finest public reservations. Contains breastworks erected during War of 1812. Patterson Park avenue and Baltimore street.

Columbus Monument—In grounds of Samuel Ready School, North avenue and Bond street. Claimed to be the first monument erected in the United States to Christopher Columbus. Genuineness of claims disputed and story advanced that the former owner of the estate was an enthusiastic horseman and raised the shaft (66 feet) over the spot where a favorite steed is buried.

Eastern Female High School—Southeast corner Broadway and North avenue.

Clifton Park—With the summer residence of the late Johns Hopkins, founder of university and hospital bearing his name. Harford road and Washington street.

Picturesque Lazaretto Light, at the Entrance of Baltimore Harbor

PRATT STREET, EAST FROM LIGHT STREET

BALTIMORE HISTORY
1608-1913

To begin at the very beginning of direct historical information concerning Baltimore, one must go back to the year 1608.

June 2nd, 1608, Capt. John Smith, whose life is reputed to have been saved by Pocahontas, having settled Jamestown, started from the vicinity of Cape Henry, on the first of his two famous explorations of the Chesapeake Bay. During this expedition, which lasted nineteen days, he visited every inlet on both sides of the Bay, from the Capes to the Patapsco River (named by Smith, Bolus), sailed up that stream, and from him we get the first information concerning the region, now Baltimore. Smith and his followers were, therefore, the first white men to set eyes on the present site of the City. There is no question about Smith's visit to this locality. He prepared an excellent map of the Chesapeake and its tributaries. The Patapsco River, then, of course, unnamed, he called "Bolus," because of the red clay resembling "bole armoniack" along its banks. The red clay, or "bole," was a covering for deposits of iron ore, afterward discovered and mined. The first of these mines was owned and worked by John Moale, at Moale's Point, along Spring Gardens. Smith's map indicates quite an extensive knowledge of the topography of this section. He went up the "Bolus" for a considerable distance. On his voyage he had fourteen companions and used a barge, of between two and three tons, propelled by sail and oar. He had exciting and interesting experiences with Indians.

Following Captain Smith's explorations in this vicinity, there is a lapse of years before the thread of the narrative can be taken up by the historian.

In the absence of proof to the contrary it must be assumed that Indians roamed over the site of Baltimore at will, or at

CHARLES STREET, NORTH FROM FAYETTE STREET

least without interference from white men; for it was not until 1661 that history records the second step in the advance of civilization.

In 1661 the first surveys were made, pursuant to land grants, and henceforth this section became the permanent habitation of white men. Tract after tract was taken up by settlers, and in 1706 Locust Point, then "Whetstone Point," was made a port of entry.

INTERESTING EVENTS IN HISTORY OF BALTIMORE GIVEN CHRONOLOGICALLY

Captain John Smith sails from lower Chesapeake on the first of his explorations of Chesapeake Bay. He and his followers were the first white men to see the locality, now City of Baltimore, 2 June, 1608

Charles Gorsuch, a member of the Society of Friends, patents 50 acres at Whetstone Point (Locust Point). Whether Gorsuch actually resided on the Point is not known.....24 Feb., 1661

David Jones, reputed to be the first actual settler, "took up" and had surveyed 380 acres of land along the eastern bank of a stream, now Jones Falls, the Falls inheriting its name from the original resident. Jones built a house in the vicinity of what is today Front street, near the stream.....15 June, 1661

Cæcilius Calvert, second Lord Baltimore, becomes Governor of Maryland under Charter from Charles I of England; from Cæcilius (Lord Baltimore) this City derives its name..... 1662

NOTE:—The original grant of the territory called Maryland was obtained by Sir George Calvert, first of the Barons of Baltimore, in 1632. Sir George died before the Charter was actually issued, and the grant devolved upon his son Cæcilius, who became the real founder of Maryland, although he never visited the Colony. Cæcilius, however, sent out settlers under his younger brother Leonard.

Alexander Mounteney "takes up" two hundred acres of land on each side of Harford Run, a stream since covered, and now Central avenue 1663

John Howard patents a tract, which includes a large part of South Baltimore, between the Middle and Northwest branches of the Patapsco 1668

Thomas Cole took five hundred and fifty acres, bounded now approximately by Paca, Mulberry, High and Lombard streets, the tract known as Cole's Harbor..... 1668

EUTAW PLACE, SOUTH FROM WILSON STREET

James Todd obtains a warrant for Cole's Harbor and has it re-surveyed, granted a patent June 1, 1700, under the name of Todd's Range. Patent later void 1698

Whetstone Point, by Act of Legislature, was made a port of entry, the first within the now city limits 1706

Mill erected by Jonathan Hanson, who acquires 31 acres, at about the point where Bath and Holliday streets intersect 1711

Iron ore discovered at Whetstone Point. This tract was re-surveyed March 29, 1723, and passed into the hands of the Principio Furnace Company, which concern seems later to have started smelting works in other parts of the Colony of Maryland 1723

NOTE:—There is no little confusion concerning the early grants and patents, which were sometimes reconveyed, and others became the subject of litigation, but the foregoing, as conspicuous transactions and incidents, are sufficient for present purposes to show that the history of Baltimore antedates 1729-30, when the town was officially laid out.

Act authorizing "erection" of Baltimore Town passed...8 August, 1729

Town Commission meet and officially survey 60 acres....12 Jan., 1730

Jones Town, east of Baltimore Town, laid out.....22 Nov., 1732

P. E. Parish Church, built on site afterwards occupied by St. Paul's Church, corner Charles and Saratoga streets, begun 1730, completed 1739

Baltimore and Jones Towns consolidated and incorporated as Baltimore Town 1745

Subscription of £100 by citizens for building a market-house and town-hall, erected 10 years later, at northwest corner Gay and Baltimore streets.....23 April, 1751

32 acres annexed, known as "Hall's addition" to Baltimore Town.. 1753

Mount Clare House erected by Charles Carroll, barrister, built of imported brick 1754

A number of Acadian exiles settle in Baltimore 1756

Baltimore made the county seat, and courthouse erected where Battle Monument now stands 1768

Mechanical company organized, and a fire-engine purchased..... 1769

First umbrella in the U. S. (brought from India) used here.... 1772

Baptist Church erected corner Front and Fayette streets, afterwards site of the shot tower 1773

First newspaper, the Maryland Journal and Baltimore Advertiser, established by William Goddard; first issue.....20 August, 1773

Stage route opened to Philadelphia 1773

First Methodist meeting-house in Baltimore built in Strawberry alley .....November, 1773

Lovely Lane Methodist Meeting-house erected in Baltimore..Oct., 1774

CONFEDERATE SOLDIERS AND SAILORS MONUMENT, Mt. Royal Avenue, near Mosher Street

Capt. William Perkins arrives at Marblehead with 3000 bushels of Indian corn, 20 barrels of rye and 21 barrels of bread sent by the people of Baltimore for the poor of Boston.....28 Aug., 1774

Baltimore contains 564 houses and 5934 inhabitants..... 1775

St. Peter's Church (Roman Catholic), on Saratoga and Charles streets, built and occupied.....1770–1775

Continental Congress holds its session in Congress Hall, corner Baltimore and Liberty streets.....20 Dec., 1776, to 20 Jan., 1777

First notable riot in Baltimore. Mr. Goddard of the Maryland Journal beset in his office by excited members of the "Whig Club," who took exception to an article in his paper lauding King George and Parliament.....25 March, 1777

Count Pulaski organizes his corps in Baltimore.....March, 1778

First custom-house erected..... 1780

Paving of the streets begun..... 1781

First brick theatre in Baltimore erected on East Baltimore street, nearly opposite the Second Presbyterian Church; opened with the play, "King Richard III".....15 Jan., 1782

Regular line of stage coaches established to Fredericktown and Annapolis 1783

Policemen first employed..... 1784

Three new market-houses erected..... 1784

Streets first lighted with oil lamps..... 1784

The Methodist Episcopal Church in the United States of America organized .....Dec., 1784

Methodist Church built on northwest corner Light street and Wine alley; begun August, 1785; dedicated by Bishop Asbury.. 21 May, 1786

First destructive flood recorded.....5 Oct., 1786

St. Mary's College (Seminary of St. Sulpice) established..... 1791

Presbyterian Church erected on northwest corner Fayette and North streets (afterwards razed to give place to the U. S. Courthouse, 1860. Later torn down in 1908 to make way for Postoffice extension) 1791

Bank of Maryland organized..... 1791

Yellow fever epidemic.....Aug. to Oct., 1794

Bank of Baltimore incorporated.....24 Dec., 1795

First directory of Baltimore Town and Fell's Point published.... 1796

Act passed to lay out and establish a turnpike from the city of Washington to Baltimore Town.....31 Dec., 1796

Baltimore Town incorporated as a city; population 20,000, 31 Dec., 1796; began as an incorporated institution..... 1797

First Mayor, James Calhoun, elected.....16 Jan., 1797

Marine Observatory was first established on Federal Hill..... 1797

MT. VERNON PLACE

Where one meets beauty and impressive dignity on the threshold of teeming city life

Library Company of Baltimore, afterwards merged with the Maryland Historical Society, incorporated. (Library contained 4000 volumes in 1800).....20 Jan., 1797

Maryland Society for promoting the abolition of slavery, and the relief of free negroes and others unlawfully held in bondage, formed in Baltimore; the fourth in the U. S.....8 Sept., 1798

Baltimore American and Daily Advertiser first issued. (Successor of Maryland Journal and Baltimore Advertiser, established 1773).....14 May, 1799

On the 15th of December news of the death of General Washington reached Baltimore, and on the first day of January, 1800, commemorative funeral rites were held. The militia, including the regulars at Fort McHenry, and citizens, many from the country surrounding Baltimore, formed a procession at the "Head of Baltimore street," where an appropriate address was delivered by Rev. Dr. Allison. From thence the procession went to Christ Church. A bier was carried into the edifice, and the funeral services were conducted by Rev. Dr. Bend. There was a concourse present.

As a result of this demonstration, sundry bills against the Mayor and City Council of Baltimore were rendered, generally upon fragments of paper. These have been mounted, and are on exhibition at the City Library.

President Adams passes through Baltimore June 15, 1800, from Washington. The Mayor and City Council presented him an address of welcome.....15 June, 1800
(Original document—President's reply—at City Library.)

Petition of Protest against erection of a City Hall..... 1801
(Original document at City Library.)

Jerome Bonaparte and Miss Elizabeth Patterson married in Baltimore .....24 Dec., 1803

Union Bank of Maryland organized and chartered..... 1804

Mechanics' Bank incorporated..... 1806

Corner-stone of Roman Catholic Cathedral laid.....7 July, 1806

Baltimore Water Company formed with capital of $250,000, 30 April, 1804, and water first supplied through cast-iron pipes (water taken from Jones Falls).....May, 1807

Courthouse building on North Calvert street, corner Lexington, begun 1805; occupied..... 1809

NOTE:—The above building was torn down to make place for the present marble structure.

Mob destroys the office of the Federal Republican.....27 July, 1812

"New Theatre," afterwards called "Holliday Street Theatre," opened .....10 May, 1813

First steamboat built in Baltimore, the Chesapeake, constructed by William McDonald & Co..... 1813

BALTIMORE HAS OVER 450 CHURCHES OF ALL DENOMINATIONS
Cathedral R. C. First Baptist Christian Temple St. Paul's, P. E.

British forces under General Ross advance against the city, 12 Sept., 1814
Engagement at North Point, General Ross killed.....12 Sept., 1814
Fort McHenry bombarded by British fleet.....12-13 Sept., 1814

"The Star-Spangled Banner" was composed by Francis Scott Key, while on board the United States ship Minden, during the bombardment of Fort McHenry.

"The Star-Spangled Banner" printed in the Baltimore American and Daily Advertiser.....21 Sept., 1814
Corner-stone of the Washington Monument laid (height of monument, 180 feet) (completed 25 Nov., 1824).....4 July, 1815
Corner-stone of Battle Monument laid (erected in honor of Baltimoreans killed defending the City in 1814) (monument finished 12 Sept., 1822).....12 Sept., 1815
Population of Baltimore increased 16,000 by annexation of the precincts 1816
Maryland Hospital incorporated.....29 Jan., 1816
St. Andrew's Society incorporated.....1 Feb., 1816
Medical Society of Maryland incorporated.....1 Feb., 1816
St. Paul's P. E. Church erected on corner Saratoga and Charles streets; corner-stone laid 4 May, 1814; completed at cost of $126,140 1817
Disastrous freshet in Jones Falls; part of the city called the "Meadows" overflowed to depth of 10 to 15 feet....8 Aug., 1817
President Monroe visits Baltimore..... 1819

(For correspondence relative thereto, see exhibit at City Library.)

First Odd Fellows' Lodge in America, Washington Lodge No. 1, organized at Fell's Point, 13 April, 1819, through the efforts of Thomas Wildey. It received a charter from the Duke of York's Lodge at Preston, Lancashire, England.....1 Feb., 1820
First building lighted with gas, Peale's Museum on Holliday street, afterwards old City Hall, 1816. First public building lighted with gas, the "Belvidere Theatre," northwest corner North and Saratoga streets..... 1820
Exchange Building (Custom-house, torn down 1902), Water, Gay, Lombard streets, opened for business.....June, 1820
Roman Catholic Cathedral (begun 1806) consecrated by Archbishop Mareschal.....31 May, 1821
Disastrous fire; 3 lumber yards and 25 to 30 buildings, mostly warehouses, burned.....23 June, 1822
Statue placed on Battle Monument.....12 Sept., 1822
Corner-stone of Baltimore Athenaeum at southwest corner St. Paul and Lexington streets, laid.....10 Aug., 1824
General Lafayette visits Baltimore..... .....7-11 Oct., 1824

TYPES OF BALTIMORE CHURCHES (Continued)

Mt Vernon, M.E. Oheb Shalom Synagogue St. Mark's Lutheran First Presbyterian

Washington Monument (the first monument erected in honor of George Washington) completed.....25 Nov., 1824

Mrs. Ellen Moale (first white child born within the town of Baltimore) dies.....March, 1825

Erection of Barnum's City Hotel begun..... 1825

Maryland Academy of Science and Literature incorporated. (Continued until 1844).....16 Feb., 1826

First exhibition of Maryland Institute.....7 Nov., 1826

Subscription books for stock of Baltimore & Ohio Railroad opened; $4,178,000 taken by 22,000 subscribers.....20-27 March, 1827

First banking-house opened by Evan Poultney in Baltimore street, June, 1828

Foundation stone of the Baltimore & Ohio Railroad laid by the Masonic Grand Lodge of Maryland, assisted by Charles Carroll of Carrollton.....4 July, 1828

Shot-tower (Phoenix Company), 234 feet high, circular, and of brick, built without scaffolding, completed.....25 Nov., 1828

Corner-stone of the Baltimore & Susquehanna Railroad (later Northern Central Railroad) laid, and centennial of Baltimore celebrated.....8 Aug., 1829

First public school opened.....24 Sept., 1829

Old Baltimore Museum, northwest corner Baltimore and Calvert streets, opened.....1 Jan., 1830
(Building sold to B. & O. R. R., March, 1874.)

First steam car was run on the Baltimore & Ohio R. R. on 28 Aug., 1830

Epidemic of cholera.....July-Sept., 1832

Charles Carroll of Carrollton, the last survivor of the signers of the Declaration of Independence, aged 95, dies at Baltimore.... 14 Nov., 1832

Bank of Maryland fails.....24 March, 1834

Baltimore and Washington Railroad was opened.....25 Aug., 1834

Riot, growing out of failure of Bank of Maryland.....Aug., 1835

First issue of the Baltimore Sun.....17 May, 1837

Sudden freshet in Jones Falls; 19 lives lost; Harrison and Frederick streets 10 feet under water.....14 July, 1837

City of Kingston, first steam vessel from Baltimore to Europe direct, leaves port.....20 May, 1838

Baltimore Academy of Visitation opened, 1837; chartered..... 1838

Baltimore College of Dental Surgery, the first of dental colleges, and for many years the only dental college in the world, was chartered 1839

Greenmount Cemetery dedicated.....13 July, 1839

Mercantile Library Association organized.....14 Nov., 1839

A FEW MONUMENTS OF BALTIMORE

Washington Howard Watson

St. Vincent de Paul's Church, corner-stone laid by Archbishop Eccleston, 21 May; 1840; dedicated.....7 Nov., 1841

Explosion of steamer Medora, just about to start on her trial excursion; 27 killed; 40 wounded.....15 April, 1842

Francis Scott Key, author of "The Star-Spangled Banner," died..11 Jan., 1843

Adams Express Company was established in Baltimore..... 1843

Historical Society of Maryland organized; Gen. John Spear Smith, first president.....27 Jan., 1844

Omnibus line established.....May, 1844

Magnetic telegraph from Washington city to Mt. Clare Depot, Poppleton and Pratt streets, B. & O. R. R., wires covered with rope-yarn and tar, completed; first communication, "What hath God wrought!" received.....27 May, 1844

Corner-stone of St. Alphonsus' Church laid, 1 May, 1842; church dedicated.....14 March, 1845

Maryland Institute for the promotion of the mechanics' arts organized.....12 Jan., 1848

Fire destroys 60 dwellings, breaking out in a cotton factory in Lexington street, near Fremont.....28 May, 1848

Howard Athenaeum and Gallery of Art, northeast corner Baltimore and Charles streets, opened as a theatre.....12 June, 1848

Baltimore Athenaeum opened and edifice inaugurated....23 Oct., 1848

Baltimore Female College opened 1848; chartered..... 1849

Edgar Allan Poe dies in Baltimore, aged 40 years.....7 Oct., 1849

Jennie Lind arrives in Baltimore. (J. H. Whitehurst, "daguerreotypist," bids $100 for first choice of seats at her first concert)..8 Dec., 1850

Corner-stone of Maryland Institute, Baltimore street and Marsh Market Space, laid March 13, 1851; the building was opened..20 Oct., 1851

Building destroyed in fire of 1904; new one (Center Market) erected, near same site, 1907.

Reception to Louis Kossuth.....27 Dec., 1851

Loyola College, Calvert street, near Madison, opened....15 Sept., 1852

Remains of Junius Brutus Booth, tragedian, arrived in Baltimore, his home, from Louisville, Ky., where he died 2 Dec.....9 Dec., 1852

Loudon Park Cemetery dedicated.....14 July, 1853

Maryland School for the Blind opened..... 1853

Baltimore Orphan Asylum, Stricker street, near Saratoga, opened..10 Nov., 1853

Excursion train returning to Baltimore from Rider's Grove collides with accommodation train from Baltimore, near the Relay House; over 30 killed and about 100 injured.....4 July, 1854

Water-works purchased by the city..... 1854

MONUMENTS OF BALTIMORE (Continued)

Key or Star-Spangled Banner Revolutionary War Battle Monument

Trial of a steam fire-engine, the "Miles Greenwood," built at Cincinnati for the corporation of Boston; the first seen in Baltimore.. 2 Feb., 1855

Erection of the new First Presbyterian Church, corner Madison street and Park avenue, begun.....July, 1855

Melee among the firemen; 2 killed; many injured.....18 Aug., 1855

St. Paul's P. E. Church burned, 29 April, 1854; rebuilt and dedicated.....10 Jan., 1856

Battle between Rip Rap Club and the New Market Fire Company; many wounded; city election dispute.....8 Oct., 1856

Election riot; Democrats and Know-nothings.....4 Nov., 1856

Disastrous fire, 37-41 South Charles street; 14 persons killed by a falling wall.....14 April, 1857

Strike on the Baltimore & Ohio Railroad, and encounter between the militia and rioters.....29 April-2 May, 1857

Banks suspend specie payment.....28 Sept., 1857

Maryland Club incorporated.....24 Feb., 1858

Clearing-house established.....8 March, 1858

Steam fire-engine, the "Alpha," the first owned by the Baltimore Fire Department, arrives in the city.....18 May, 1858

Flood, almost as destructive as that of 1837, occurs.....12 June, 1858

Ordinance passed for a partial paid city fire department....Sept., 1858

Reform Association organized at a mass-meeting in Monument Square.....8 Sept., 1858

Peabody Institute, endowed by George Peabody with $1,300,000, 1857; incorporated 9 March, 1858; corner-stone laid..16 April, 1859

Police and fire-alarm telegraph adopted June, 1858; first put in operation.....27 June, 1859

First car placed on the City Passenger Railway on Broadway, and line opened.....27 Oct., 1859

Baltimore police force placed under State control.....2 Feb., 1860

Reception to Japanese Ambassadors, guests of the United States Government.....8 June, 1860

Druid Hill Park, purchased by the city in September, 1860, opened.. 19 Oct., 1860

Attack upon the Sixth Massachusetts and Seventh Pennsylvania Regiments while attempting to pass through the city to Washington; 12 citizens and 3 soldiers killed; 23 soldiers and several citizens wounded.....19 April, 1861

NOTE:—Seventh Pennsylvania Regiment sent back from President Street Depot in direction of Philadelphia.

Scharf says: Citizens killed, 12; soldiers, 4; citizens wounded, 4; soldiers, many.

Colonel Jones of Sixth Massachusetts: Soldiers killed, 3. Mayor G. W. Brown: Soldiers killed, 4; citizens killed, 12; soldiers wounded, 36.—W. F. C.

MONUMENTS OF BALTIMORE (Continued)

Poe Wallace Cæcilius Calvert (Lord Baltimore)

Gen. B. F. Butler takes military possession.....13 May, 1861

Thomas Wildey, the "Father of Odd-Fellowship in the U. S." dies in Baltimore, aged 80 years.....19 Oct., 1861

Corner-stone of St. Martin's Roman Catholic Church, southeast corner Fulton avenue and Fayette street, laid.....9 July, 1865

The Wildey Monument, erected by the Odd-Fellows, corner-stone laid 26 April, 1865, is dedicated.....20 Sept., 1865

Southern Relief Fair, in aid of the suffering poor of Southern States, held at the hall of the Maryland Institute, receipts, $164,569.97 2-13 April, 1866

Maryland State Normal School opened..... 1866

Dedication of the Peabody Institute.....25 October., 1866

Corner-stone of Masonic Temple, North Charles street, laid 20 Nov., 1865

Corner-stone of new City Hall laid.....18 Oct., 1867

Excessive heat; thermometer 97 to 101 in the shade; 30 cases of sun-stroke; 21 fatal.....16 July, 1868

Most disastrous flood on record. A street car floats down Harrison street; the water reaches to the second story of buildings, and most of the bridges over Jones Falls, including the heavy iron bridge at Fayette street, are swept away.....24 July, 1868

Maryland Institution for the Blind, on North avenue, near Guilford

Corner-stone of Mount Vernon Place Methodist Episcopal Church laid.....26 Sept., 1869

Ford's Grand Opera House inaugurated. Shakespeare's "As You Like It," the opening play.....3 Oct., 1871

Third National Bank robbed between banking hours, Saturday and Monday; loss over $220,000.....17-19 Aug., 1872

Initial number of the Evening News.....4 Nov., 1872

Thermometer 10 below zero night of.....29 Jan., 1873

Church of the Ascension, Protestant Episcopal, destroyed by fire.. 12 May, 1873

Baltimore and Potomac tunnel, about 1½ miles in length, begun June, 1871, and first passenger train passed through to Calvert Station.....29 June, 1873

Union Railroad tunnel (Greenmount avenue to Bond street) begun May, 1871; completed June, 1873, and first train through.... 24 July, 1873

Most extensive fire to date (1873) in the city breaks out in a planing-mill on Park and Clay streets; 113 buildings destroyed, including 2 churches, 3 schoolhouses; loss $750,000....25 July, 1873

Johns Hopkins dies, aged 79.....24 Dec., 1873

Morning Herald established..... 1875

City Hall completed..... 1875

Monument to Edgar Allan Poe (Westminster Presbyterian Churchyard) unveiled.....17 Nov., 1875

Baltimore's splendid water front offers unexcelled opportunities for all manner of aquatic sports and pastimes

Johns Hopkins University incorporated 24 August, 1867; endowed by its founder with $3,000,000, is opened..... 1876

Following a strike on the Baltimore & Ohio Railroad, on the 16th, rioting occurred, and on the 18th troops were sent to Martinsburg—the President having issued a warning proclamation to the rioters. This was succeeded by strikes and riots on most of the leading railroads in the United States, accompanied by immense destruction of railroad property and freight. The riots were quelled by troops with considerable loss of life. On the 20th a riot occurred at the Sixth Regiment Armory, in Baltimore, in which eleven persons were killed and several wounded. The occasion was the movement of the regiment to assist in quelling the railroad rioters. The trouble continued until the end of the month before they were quieted, and on the 30th railroad travel was partially resumed.....July, 1877

150th anniversary of the foundation of the city celebrated 10-15 Oct., 1880

Over 65 excursionists, principally from Baltimore, drowned by the giving way of the pier at Tivoli.....23 July, 1883

Enoch Pratt Free Library, founded by Enoch Pratt, with $1,250,000 in 1882, formally opened to the public.....5 Jan., 1886

Great fire in Hopkins Place; loss, $2,000,000; 7 firemen killed and 6 injured.....2 Sept., 1888

Asylum for Feeble-Minded Children opened.....Jan., 1889

The Johns Hopkins Hospital, endowed with $3,500,000, opened.. 7 May, 1889

Six days' celebration of 75th anniversary of the defense of the city, begun.....9 Sept., 1889

22 persons rescued from the wrecked steamship "Astoria" landed at Baltimore by the steamship "Decatur H. Miller"....31 Aug., 1893

Panic during Yiddish performance at Front Street Theatre; 23 persons killed; others injured.....27 Dec., 1895

Governor Lowndes approved the Act of the General Assembly, granting a new charter to the City of Baltimore....24 March, 1898

Great fire, which traversed 140 acres and destroyed 86 blocks in the heart of the city. Loss, variously estimated, possibly about $125,000,000.....7-8 Feb., 1904

"Greater Baltimore Jubilee" to celebrate the rehabilitation of the city, begun.....10 Sept., 1906

Y. M. C. A. building fund of $500,000 completed.....13 Nov., 1906

New Custom-house opened.....2 Dec., 1907

Maryland Home Coming. The event was celebrated in Baltimore by parades and various official functions and festive demonstrations.....13-19 Oct., 1907

New building of Maryland Institute, School of Art and Design, on Baltimore street and Market Space, dedicated.....26 Nov., 1907

POLYTECHNIC INSTITUTE
Baltimore's noted public school, devoted to technical branches

William Pinkney Whyte, who had been State Comptroller, Mayor of Baltimore, Governor of Maryland, U. S. Senator and leading member of the Bar, died, aged 83.....17 March., 1908

New building, Maryland Institute, Mt. Royal avenue and Lanvale street dedicated.....23 Nov., 1908

New building of Walters Art Gallery (containing the finest private collection of paintings in America) opened.....3 Feb., 1909

Electric current, generated at McCall Ferry, Susquehanna River, introduced in Baltimore.....14 Oct., 1910

F. C. Latrobe (seven times Mayor of Baltimore City) died, 18 Jan., 1911

John M. Hood Memorial unveiled.....11 May, 1911

Key Monument unveiled.....15 May, 1911

Celebration of 50th anniversary of the ordination of Cardinal Gibbons and the 25th anniversary of his elevation to the rank of Cardinal.....6 June, 1911

S. S. "Friedrich der Grosse," largest steamship to visit port, Baltimore to Bremen, sails.....28 June, 1911

High pressure fire pipe line placed in service.....23 Apr., 1912

Henry Phipps Psychiatric Clinic of Johns Hopkins Hospital opened, 1913

CHRONOLOGY COMPILED FROM VARIOUS SOURCES INCLUDING HARPER'S BOOK OF FACTS COPYRIGHTED

Soldiers and Sailors Monument, Druid Hill Park

COLLEGE FRATERNITY DANCE

Just to show that student life in Baltimore is not all work, but has its very pleasant diversions

A BALTIMORE DINING ROOM
Well appointed hotels are an important feature of the city

WITHIN THE REALM OF EPICURE

Type of hotel dining room where one's appetite is sharpened by pleasant surroundings

DEMOCRATIC NATIONAL CONVENTION (FIFTH REGIMENT ARMORY)
Where President Wilson was nominated

"THE GREAT WHITE WAY"

Baltimore Street, east from Charles. A specimen of the City's splendid lighting system

NIGHT VIEW OF THE BUSINESS SECTION
Countless electric lights produce a very brilliant and pleasing effect

NORTH CHARLES STREET AT NIGHT (RESIDENTIAL)

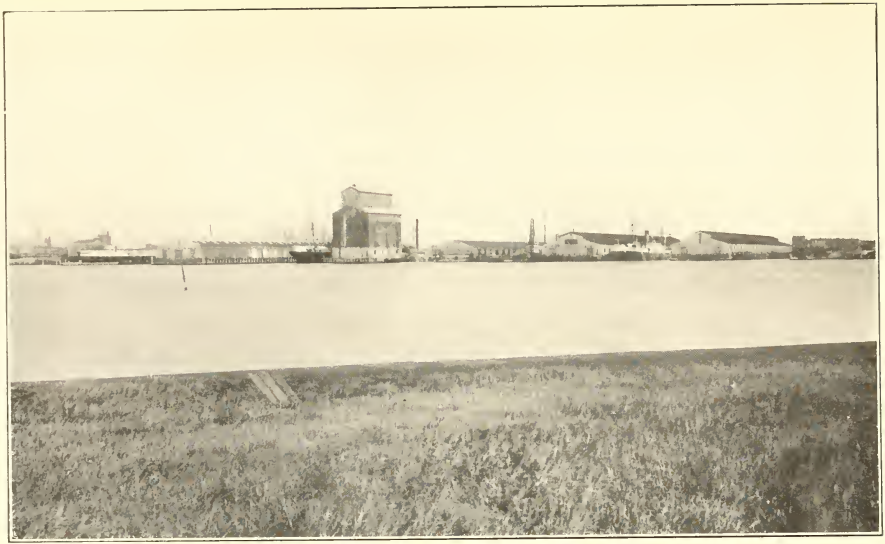
Union Station in the middle distance. Streaks of light in the street are due to the headlight of moving cars and automobiles

NORTH CHARLES STREET AT NIGHT (RESIDENTIAL)
Looking south toward the centre of the city. Washington Monument in the middle distance

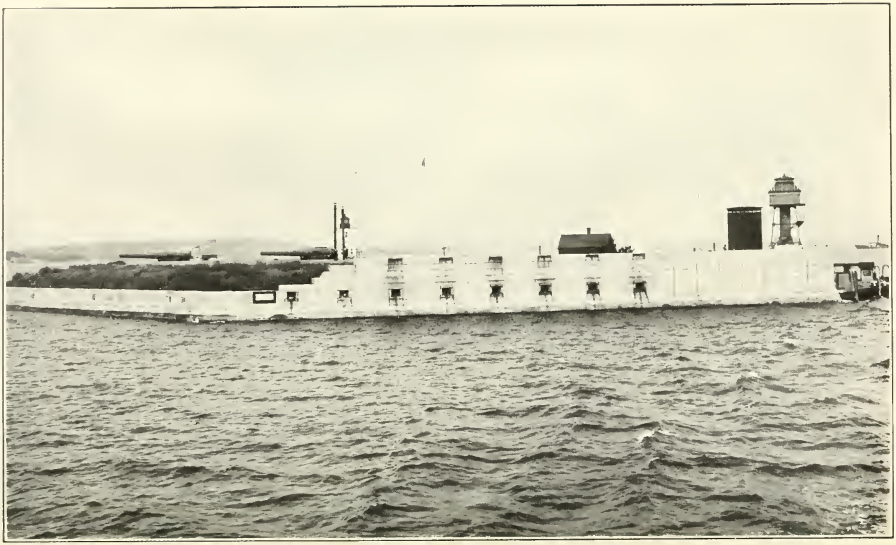
MOUNT ROYAL TERRACE
Just inside the gates of picturesque Druid Hill Park

UNIVERSITY PARKWAY
Type of thoroughfare not at all rare in Baltimore

BROADWAY, NORTH FROM BALTIMORE STREET
The large building on the left is the Church Home and Infirmary, where Edgar Allen Poe died
The Wildey I. O. O. F. Monument is in the center background



GREAT PIERS AND ELEVATORS OF THE NORTHERN CENTRAL (PENNA.) RAILROAD
Baltimore has miles of such terminals, where the largest steamships find comfortable berths



HISTORIC FORT CARROLL

One of Uncle Sam's bull dogs which defends Baltimore. Robert E. Lee was the engineer in charge of this fortification, prior to the Civil War

CONFEDERATE HOME NEAR BALTIMORE

Where many of the Maryland "boys" who wore the gray are spending their declining years. This institution is supported by the State and by private contributions

Y. M. C. A. BUILDING—FRANKLIN AND CATHEDRAL STREETS

The Association is splendidly housed in Baltimore, and its beneficial influence is far-reaching

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VIEW OF THE BUSINESS DISTRICT FROM THE UPPER HARBOR

The greater part of the portion shown above was in ruins after the fire of February 7th and 8th, 1904, which resulted in a property loss of $125,000,000

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George Peabody, Founder Peabody Institute

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